

# Link Light Rail Operations and Maintenance Satellite Facility

## Final Environmental Impact Statement

### DRAFT EIS COMMENTS AND RESPONSES

#### Appendix I





# Appendix I

## Comments and Responses

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### Introduction

Copies of all comment letters received from public agencies, local jurisdictions, and the community are provided on the following pages. Each comment letter was assigned a number (see Table I-1); specific comments within each letter are identified by number.

The comment letters are divided into the following categories for ease of sorting:

- Agencies
- Tribes
- Businesses
- Organizations
- Individuals (including individual comment letters, post cards, and remarks from commenters who spoke at the public hearings)

**Table I-1. Draft EIS Commenters in Alphabetical Order by Last Name**

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
<b>Federal Agencies</b>		
U.S. Department of the Interior	6/19/2014	F1
U.S. Environmental Protection Agency	6/20/2014	F2
<b>Local Agencies</b>		
City of Bellevue, Planning and Community Development	6/5/2014	L1
City of Bellevue, Planning and Community Development	6/23/2014	L2
City of Bellevue, Council	6/23/2014	L3
City of Bellevue Fire Department	5/27/2014	L4
City of Lynnwood	6/17/2014	L5
City of Lynnwood, Historical Commission	6/23/2014	L6
Edmonds School District	6/18/2014	L7
King County Department of Natural Resources and Parks	6/20/2014	L8
Metropolitan King County Council	6/20/2014	L9
<b>Tribes</b>		
Muckleshoot Tribe	6/23/2014	T1
<b>Businesses</b>		
Acura of Bellevue	6/23/2014	B1
Adrenaline Watersports	5/28/2014	B2
Barrier Audi	6/23/2014	B3
Bellevue Brewing Company	6/21/2015	B4
Boeing Employees Credit Union	6/20/2014	B5
BMW of Bellevue	6/23/2014	B6
Eastside Staple and Nail, Inc.	5/21/2014	B7
Ferguson Enterprises	5/27/2014	B8
Fireside Hearth & Home	6/20/2014	B9
Geoline, Inc.	5/21/2014	B10
Harsch Investment Properties	5/9/2014	B11
JC Auto Restoration	6/22/2014	B12
Kiki Sushi	6/4/2014	B13
Law Offices of James R. Walsh	6/11/2014	B14
LifeSpring (provided four individual letters/emails)	5/21/2014–6/19/2014	B15
Mayes Testing Engineers, Inc.	6/20/2014	B16
MJR Development	6/22/2014	B17
MOSAIC Children's Therapy Clinic	Various	B18



<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
MRM Capital	6/3/2014	B19
Pine Forest Development	6/18/2014	B20
Realty Executives	5/19/2014	B21
Rockwell Institute	5/19/2014	B22
Vidible, Inc.	6/10/2014	B23
<b>Organizations</b>		
Bellevue Downtown Association	6/23/2014	01
Bellmeade Association	5/31/2014	02
Cedar Valley Grange		03
Eastside Rail Corridor Regional Advisory Council	6/20/2014	04
NAIOP Commercial Real Estate Development Association	6/23/2014	05
Quality Growth Alliance	6/12/2014	06
Save Scriber Creek Park and Wetlands Group	6/23/2014	07
Snohomish County Public Utility District No. 1	6/20/2014	08
Winchester Estates Homeowners Association	6/23/2014	09
Bridle Trails Community Club	6/2/2014	010
<b>Individuals</b>		
Devv Anderson	6/23/2014	I1
Devv Anderson	6/23/2014	I2
Devv Anderson	6/21/2014	I3
Karen Anderson	6/21/2014	I4
Laurel Anderson	6/23/2014	I5
Rachel Anderson	6/23/2014	I6
Christina Aron-Syzcz	6/23/2014	I7
Kelly Bach	6/23/2014	I8
Tom Bean	6/20/2014	I9
Josh Benaloh	6/19/2014	I10
Heidi Benz-Merritt	6/18/2014	I11
J.A. Binder	6/23/2014	I12
J.A. Binder	6/23/2014	I13
Mollie Binder	6/23/2014	I14
Ron Bromwell	6/16/2014	I15
Jeff and Lynn Brown	5/14/2014	I16
Anna Budai	6/23/2014	I17
Emily Christensen	6/3/2014	I18

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Seon Chun	6/4/2014	119
Charles Comfort	5/15/2014	120
Linden Clausen	6/10/2014	121
Ayele Dagne	6/2/2014	122
David J.	6/18/2014	123
Reiner Decher	5/20/2014	124
Michelle Deerkop	6/23/2014	125
Patti and Don Dill	6/14/2014	126
Beverly Dillon	6/23/2014	127
Debbie Dimmer	5/21/2014	128
Glenda and Paul Donlan	5/14/2014	129
Elna Duffield	6/3/2014	130
Millie English	6/23/2014	131
Jeff Finn	6/23/2014	132
Warren B. Funnel	6/22/2014	133
Brett Gibbs	5/12/2014	134
Kirby Gilbert	6/16/2014	135
Eric Goodman	6/20/2014	136
Richard Gorman	6/23/2014	137
Krista and Eric Hammer	6/11/2014	138
Paul Hartley	6/11/2014	139
Marian Hayes	6/10/2014	140
Stuart Heath	6/15/2014	141
Lisa Heilbron	6/16/2014	142
Kathleen Heiner	6/18/2014	143
Randel Herd	5/17/2014	144
Jenny Hill	6/23/2014	145
Amy Holan and Dan Conti	6/22/2014	146
Laura Hurdelbrink	6/5/2014	147
George and Pam Hurst	6/21/2014	148
Nancy Jacobs	6/23/2014	149
Patricia Janes	6/20/2014	150
Dave Johnson	6/8/2014	151
Pamela Johnston	6/18/2014	152
Heather Jones	6/11/2014	153
Scott Kaseberg	6/22/2014	154
Dori Kelleran	6/12/2014	155
Karen Kinman	6/23/2014	156
Will Knedlik	5/12/2014	157

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Edward Kudera	6/22/2014	158
Margaret Kuklinski	6/13/2014	159
Christin Kulinski	6/7/2014	160
Greg Kulseth	5/13/2014	161
Janet Kusakabe	5/12/2014	162
Randy Kwong	6/11/2014	163
Barbara LaFayette	6/12/2014	164
Charles Landau	5/19/2014	165
Laura Landau	6/16/2014	166
Ilona Larson	6/21/2014	167
Katie Lee	6/23/2014	168
Luanne Lemmer	6/13/2014	169
Janet Levinger	6/12/2014	170
Bill Lider	6/4/2014	171
William M. Lider	6/3/2014	172
Michael Link	6/19/2014	173
Margaret Maker	6/13/2014	174
Bobbie Maletta	6/12/2014	175
Frances Mandarano	6/12/2014	176
Janet Mandarano	6/14/2014	177
Christine Mantell	6/23/2014	178
Doug Mathews	6/18/2014	179
Denise McElhinney	6/23/2014	180
Paul McKee	6/22/2014	181
Alannah McKeenan	6/12/2014	182
Lorrie Meyer	6/12/2014	183
Melinda Miller	5/20/2014	184
Tricia Monaghan	6/23/2014	185
Mary Monaghan	6/20/2014	186
Eunice Nammacher	5/20/2014	187
Eunice Nammacher	6/10/2014	188
Janet Nicholas	6/13/2014	189
John Platt	6/8/2014	190
David Plummer	5/26/2014	191
David Plummer	6/5/2014	192
Mary Poole	6/12/2014	193
Will Poole	6/12/2014	194
Jack Price	6/6/2014	195
Jane Ramsay	6/8/2014	196

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Laurel Rand	6/23/2014	I97
Laurel Rand	5/20/2014	I98
Richard Rand	6/15/2014	I99
Richard Rand	6/20/2014	I100
Richard Rand	6/20/2014	I101
Robert Rapp	5/17/2014	I102
Sheila Reynolds	6/23/2014	I103
Helen Ross	6/10/2014	I104
Irina Rutherford	5/18/2014	I105
Derek Saun	5/27/2014	I106
John W. Shannon	5/12/2014	I107
Pat Sheffels	5/21/2014	I108
Uzma Siddiqi	5/14/2014	I109
Elaine Smith	6/23/2014	I110
Phyllis Smith	6/21/2014	I111
Priti Soni	6/2/2014	I112
Rene Spatz	6/9/2014	I113
Janelle Steinberg	6/18/2014	I114
Patti Straumann	6/13/2014	I115
Penny and Rob Sullivan	6/22/2014	I116
Richard Szeliski	6/11/2014	I117
Carl Tacker	6/18/2014	I118
Michael Tan	6/18/2014	I119
Jaime Teevan	6/19/2014	I120
Emily Turner	6/2/2014	I121
Russell Underhill	6/23/2014	I122
John Utz	6/10/2014	I123
Linda Visser	6/17/2014	I124
Carol Walker	6/23/2014	I125
James Walsh	6/19/2014	I126
Pamela and Scott Watson, Joyce and Jim Ganley	6/23/2014	I127
Mark Whitaker	5/24/2014	I128
Roger White	6/23/2014	I129
Linda Willemarck	6/12/2014	I130
Patrick Wilson and Kim Hyo	6/5/2014	I131
<b>Individuals – Form Email</b>		
Afzal, Robert	5/30/2014	I132
Afzal, Ryan	5/30/2014	I132

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Ahern, Michael	5/30/2014	I132
Aigner, Rob	5/30/2014	I132
Almoslino, Laurie	5/30/2014	I132
Altenburg, Hillary	5/30/2014	I132
Andonian, Brad	5/30/2014	I132
Angelo, Cindy	5/30/2014	I132
Angelo, Cindy	5/30/2014	I132
Angerer, Christine	5/30/2014	I132
Arbey, Kelli	5/30/2014	I132
Arbey, Olivier	5/30/2014	I132
Arend, Marie-Renee	5/30/2014	I132
Arend, Marie-Renee	5/30/2014	I132
Aron-Sucz, Christina	5/30/2014	I132
Badenna, Melissa	5/30/2014	I132
Badshah, Akhtar	5/30/2014	I132
Badshah, Alka	5/30/2014	I132
Barrera, Deann	5/30/2014	I132
Bauer, Jaymi	5/30/2014	I132
Bayley, Jaquie	5/30/2014	I132
Bean, Steve	5/30/2014	I132
Bear, Christy	5/30/2014	I132
Beauchamp, Kristina	5/30/2014	I132
Bedrosian, Brenda	5/30/2014	I132
Bell, Ken	5/30/2014	I132
Bennet, Todd	5/30/2014	I132
Berdinka, Carol	5/30/2014	I132
Berdinka, Ryan	5/30/2014	I132
Berry, Jordan	5/30/2014	I132
Bettilyon, Megan	5/30/2014	I132
Bick, Nancy	5/30/2014	I132
Bigelow, Cathy	5/30/2014	I132
Bigelow, Jason	5/30/2014	I132
Binder, James	5/30/2014	I132
Binder, Mollie	5/30/2014	I132
Bittunu, Rosalie	5/30/2014	I132
Blake, Vanessa	5/30/2014	I132
Blank, Sydney	5/30/2014	I132
Bliven, Hunter	5/30/2014	I132
Bodas, Samir	5/30/2014	I132

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Boden, Christine	5/30/2014	I132
Bold, Shawna	5/30/2014	I132
Bottini, Ken	5/30/2014	I132
Bouchand, Blaise	5/30/2014	I132
Boucher, Michael	5/30/2014	I132
Boulton, Alex	5/30/2014	I132
Bowden, Brianna	5/30/2014	I132
Braun, Julia	5/30/2014	I132
Braun, Julia	5/30/2014	I132
Brekke, John	5/30/2014	I132
Brondello, John	5/30/2014	I132
Brooks, Brian	5/30/2014	I132
Brown, Jeff	5/30/2014	I132
Burns, Jason	5/30/2014	I132
Bryan, Jennifer	5/30/2014	I132
Buhlmann, Glen	5/30/2014	I132
Bundren, Marianne	5/30/2014	I132
Burdette, Jay	5/30/2014	I132
Burdette, Jill	5/30/2014	I132
Burdette, Jill	5/30/2014	I132
Burks, Ramona	5/30/2014	I132
Byrd, Lauri	5/30/2014	I132
Cali, Meghan	5/30/2014	I132
Camerer, Cassie	5/30/2014	I132
Camerer, Cassie	5/30/2014	I132
Carlson, Jeanne	5/30/2014	I132
Carlson, Kyla	5/30/2014	I132
Carter, Susan	5/30/2014	I132
Chambers, Michael	5/30/2014	I132
Chen, Tina	5/30/2014	I132
Chen, Tina	5/30/2014	I132
Chris, Kidwell	5/30/2014	I132
Chun, Lynn	5/30/2014	I132
Chung, Nhimy	5/30/2014	I132
Ciliberti, Molly	5/30/2014	I132
Cole, Alison	5/30/2014	I132
Conti, Daniel	5/30/2014	I132
Cook, Agnes	5/30/2014	I132
Cooper, Brian	5/30/2014	I132

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Coppola, Anthony	5/30/2014	I132
Corbitt, Michael	5/30/2014	I132
Cox, Laura	5/30/2014	I132
Coy, Anna	5/30/2014	I132
Cranswick, Ty	5/30/2014	I132
Crewe, Karen	5/30/2014	I132
Cudworth, Kelly	5/30/2014	I132
Cunningham, Doug	5/30/2014	I132
Dagne, Ayele	5/30/2014	I132
Daiv, Gina	5/30/2014	I132
Daly, Robin	5/30/2014	I132
Dang, Tammy	5/30/2014	I132
Dang, Chau	5/30/2014	I132
Dang, Cindy	5/30/2014	I132
Dang, Lam	5/30/2014	I132
Dang, Minh	5/30/2014	I132
Dang, Tran	5/30/2014	I132
Daroczy, Eugen	5/30/2014	I132
Daroczy, Eugen	5/30/2014	I132
Davey, Katherine	5/30/2014	I132
Davis, Anita	5/30/2014	I132
Davis, Shawn	5/30/2014	I132
Dawley, Karl	5/30/2014	I132
Debruler, J.	5/30/2014	I132
Dellinger, Melinda	5/30/2014	I132
Delph, Taylor	5/30/2014	I132
Derrington, Paula	5/30/2014	I132
DeVoe, Shawn	5/30/2014	I132
Dickerson, Craig	5/30/2014	I132
Dimmer, Debbie	5/30/2014	I132
Dimmer, Steven	5/30/2014	I132
Dix, Dawn	5/30/2014	I132
Dixey, Judy	5/30/2014	I132
Do, Amy	5/30/2014	I132
Do, Moon	5/30/2014	I132
Dodd, Dezarae	5/30/2014	I132
Dudunakis, Kenny	5/30/2014	I132
Dudunakis, Kristina	5/30/2014	I132
Duffield, Andrea	5/30/2014	I132

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Dunlap, Stacy	5/30/2014	I132
Dunlap, Todd	5/30/2014	I132
Dunn, James	5/30/2014	I132
Duryea, Natalie	5/30/2014	I132
Dye, Marika	5/30/2014	I132
Edwards, Duane	5/30/2014	I132
Ekhoff, Lucy	5/30/2014	I132
Ekhoff, Luke	5/30/2014	I132
Fender, Fran	5/30/2014	I132
Fessenden, Heather	5/30/2014	I132
Finger, Shawn	5/30/2014	I132
Finley, Nancy	5/30/2014	I132
Fischer, Jennifer	5/30/2014	I132
Fisher, Richard	5/30/2014	I132
Fisher, Richard	5/30/2014	I132
Fitzgerald, Greg	5/30/2014	I132
Fitzgerald, Mary	5/30/2014	I132
Friedman, Rob	5/30/2014	I132
Frost, Kim	5/30/2014	I132
Frost, Kim	5/30/2014	I132
Fulmer, David	5/30/2014	I132
Fulmer, Karen	5/30/2014	I132
Garwood, Wanda	5/30/2014	I132
Geisler, Andrea	5/30/2014	I132
Gher, Donald	5/30/2014	I132
Goldberg, Arin	5/30/2014	I132
Goodling, Lindy	5/30/2014	I132
Goodman, Andrew	5/30/2014	I132
Goodman, Erica	5/30/2014	I132
Goodman, Joshua	5/30/2014	I132
Goodman, Joshua	5/30/2014	I132
Goodman, Reica	5/30/2014	I132
Goss, Brenda	5/30/2014	I132
Grady, Lora	5/30/2014	I132
Graham, Monica	5/30/2014	I132
Grannum, Celeste	5/30/2014	I132
Griebel, Ontie	5/30/2014	I132
Guttigoli, Sheetal	5/30/2014	I132
Guttigoli, Sheetal	5/30/2014	I132



<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Hackett, Qinjia	5/30/2014	I132
Hambrick, Joanna	5/30/2014	I132
Hamlin, John	5/30/2014	I132
Hamlin, Rebecca	5/30/2014	I132
Hammer, Krista	5/30/2014	I132
Hansen, Norman	5/30/2014	I132
Hara, Mitsuaki	5/30/2014	I132
Harshman, Mike	5/30/2014	I132
Hayden, Theresa	5/30/2014	I132
Hayes, Marian	5/30/2014	I132
Hinckley, Scott	5/30/2014	I132
Hite, Ken	5/30/2014	I132
Hodge, Al	5/30/2014	I132
Hord, Sue	5/30/2014	I132
Horvath, Valerie	5/30/2014	I132
Hotchkies, Blair	5/30/2014	I132
Hsu, Chungsu	5/30/2014	I132
Hutson, Keith	5/30/2014	I132
Hyland, Melissa	5/30/2014	I132
Ichioka, Miyuki	5/30/2014	I132
Imhoff, Ron	5/30/2014	I132
Iyer, Krishnan	5/30/2014	I132
Jacobson, Eric	5/30/2014	I132
Jacobson, Gordon	5/30/2014	I132
Jacobson, Julie	5/30/2014	I132
Jacobson, Sandra	5/30/2014	I132
Jarvis, Bill	5/30/2014	I132
Jason, Black	5/30/2014	I132
Jeong, Emi	5/30/2014	I132
Johnson, David	5/30/2014	I132
Johnston, Bryan	5/30/2014	I132
Jones, Heather	5/30/2014	I132
Jones, Kristin	5/30/2014	I132
Jordan, Jeni	5/30/2014	I132
Jordan, Samantha	5/30/2014	I132
Kataoka, Aki	5/30/2014	I132
Keasey, Eleanor	5/30/2014	I132
Keasey, Robert	5/30/2014	I132
Keck, Ian	5/30/2014	I132

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Kell, A.J.	5/30/2014	I132
Kelleran, Brett	5/30/2014	I132
Kelleran, Brett	5/30/2014	I132
Kelleran, Dori	5/30/2014	I132
Kelley, Frank	5/30/2014	I132
Kennewick, Mike	5/30/2014	I132
Kennewick, Sandra	5/30/2014	I132
Kennewick, Sandra	5/30/2014	I132
Kennewick, Tara	5/30/2014	I132
Keyes, Carrie	5/30/2014	I132
Khorram, Hossein	5/30/2014	I132
Kim, Brandon	5/30/2014	I132
Kiser, Victoria	5/30/2014	I132
Kjalighi, Kristin	5/30/2014	I132
Kleiman, Greta	5/30/2014	I132
Knipher, Marcia	5/30/2014	I132
Koch, David	5/30/2014	I132
Koch, Liz	5/30/2014	I132
Kodama, Hirofumi	5/30/2014	I132
Kolen, Mary Ann	5/30/2014	I132
Korthuis, Luke	5/30/2014	I132
Krill, Julia	5/30/2014	I132
Kuklinski, Paul	5/30/2014	I132
Kures, Maureen	5/30/2014	I132
Landau, Laura	5/30/2014	I132
Landau, Laura	5/30/2014	I132
Larson, Ilona	5/30/2014	I132
Lee, Katie	5/30/2014	I132
Lee, Rob	5/30/2014	I132
Leren, Cheryl	5/30/2014	I132
Leuca, Ioan	5/30/2014	I132
Levick, Angela	5/30/2014	I132
Levick, Marc	5/30/2014	I132
Levinger, Deborah	5/30/2014	I132
Leyton, Carol	5/30/2014	I132
Li, Shilong	5/30/2014	I132
Li, Yan	5/30/2014	I132
Lin, Mei-Jui	5/30/2014	I132
Lin, Mei-Jui	5/30/2014	I132

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Lind, Jeremy	5/30/2014	I132
Loper, Greg	5/30/2014	I132
Lorch, Jean	5/30/2014	I132
Lovely, Jeff	5/30/2014	I132
Low, Shannon	5/30/2014	I132
Malaska, Ted	5/30/2014	I132
Malone, William	5/30/2014	I132
Mantell, James	5/30/2014	I132
Marayart, Mark	5/30/2014	I132
Marrs, Brad	5/30/2014	I132
Marrs, Don	5/30/2014	I132
Martin, John	5/30/2014	I132
Martin, Margaret	5/30/2014	I132
Martos, Fernando	5/30/2014	I132
Matson, Thomas	5/30/2014	I132
McCormick, Tim	5/30/2014	I132
McCurley, Dennis	5/30/2014	I132
McCurley, Marlene	5/30/2014	I132
McCurry, Dawn	5/30/2014	I132
McMurray, Darlene	5/30/2014	I132
Medeck, Zach	5/30/2014	I132
Medeck, Zach	5/30/2014	I132
Merlder, Robert	5/30/2014	I132
Messner, Betty	5/30/2014	I132
Meyer, Ed	5/30/2014	I132
Meyer, Linda	5/30/2014	I132
Meyer, Lorraine	5/30/2014	I132
Michaels, Joseph	5/30/2014	I132
Miller, Melinda	5/30/2014	I132
Minister, Juliet	5/30/2014	I132
Minister, Juliet H.	5/30/2014	I132
Moazzam, Azfar	5/30/2014	I132
Moon, Andrew	5/30/2014	I132
Moon, Andrew	5/30/2014	I132
Moran, Kathryn	5/30/2014	I132
Moran, Paul	5/30/2014	I132
Moreno, Dave	5/30/2014	I132
Myers, Sheri	5/30/2014	I132
Nakhayee, Farah	5/30/2014	I132

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Nammacher, Eunice	5/30/2014	I132
Navas, Max	5/30/2014	I132
Navas, Parvoneh	5/30/2014	I132
Nelson, Nancy	5/30/2014	I132
Nelson, Ron	5/30/2014	I132
Nguyen, Antony	5/30/2014	I132
Nguyen, Chinh	5/30/2014	I132
Nordberg, Sean	5/30/2014	I132
Norton, Oswald	5/30/2014	I132
Nudelman, Jeff	5/30/2014	I132
Obermeyer, Michelle	5/30/2014	I132
OBrien, Neil	5/30/2014	I132
O'Connor, William	5/30/2014	I132
Olson, Joann	5/30/2014	I132
Olson, Terre	5/30/2014	I132
Owings, Carla	5/30/2014	I132
Panebianco, Matt	5/30/2014	I132
Pardee, Greg	5/30/2014	I132
Pederson, Kaj	5/30/2014	I132
Pendano, Gina	5/30/2014	I132
Pere, Molly	5/30/2014	I132
Pere, Peter	5/30/2014	I132
Pfau, Lea	5/30/2014	I132
Phillips, Dan	5/30/2014	I132
Platt, John	5/30/2014	I132
Pollock, Sandra	5/30/2014	I132
Pomeroy, Charles	5/30/2014	I132
Pomeroy, Susan	5/30/2014	I132
Poole, Mary Lynne	5/30/2014	I132
Poole, William	5/30/2014	I132
Price, Kelley	5/30/2014	I132
Ramous, John	5/30/2014	I132
Ramsay, Jane	5/30/2014	I132
Rand, Richard	5/30/2014	I132
Randq, Laurel	5/30/2014	I132
Ranganathan, Mohan	5/30/2014	I132
Ranganathan, Mohan	5/30/2014	I132
Raschella, J.T.	5/30/2014	I132
Raschella, Sue	5/30/2014	I132

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Raschko, Michele	5/30/2014	I132
Rawas, Henry	5/30/2014	I132
Reass, Marcia	5/30/2014	I132
Reass, Ray	5/30/2014	I132
Reilly, Scott	5/30/2014	I132
Reiner, Joe	5/30/2014	I132
Remy, Julia	5/30/2014	I132
Reynolds, Sheila	5/30/2014	I132
Richman, Delilah	5/30/2014	I132
Richterm-Bhargava, H.	5/30/2014	I132
Riffle, Amy	5/30/2014	I132
Ringelberg, James	5/30/2014	I132
Rios, Dianne	5/30/2014	I132
Roberts, Patty	5/30/2014	I132
Romney, Cindy	5/30/2014	I132
Rooney, Susan	5/30/2014	I132
Roskelley, Robert	5/30/2014	I132
Ruvinsky, Ilene	5/30/2014	I132
Salo, Michael	5/30/2014	I132
Salvo, Eugenia	5/30/2014	I132
Sato, Lisa	5/30/2014	I132
Saunders, Laurie	5/30/2014	I132
Saxena, Amrita	5/30/2014	I132
Saxena, Smriti	5/30/2014	I132
Saxena, Sonam	5/30/2014	I132
Schuyleman, Linda	5/30/2014	I132
Schwab, Danya	5/30/2014	I132
Scutz, Robyn	5/30/2014	I132
Seager, Jeremy	5/30/2014	I132
Shah, Parul	5/30/2014	I132
Shirazi, Leila	5/30/2014	I132
Sidwell, Janice	5/30/2014	I132
Singh, Stephenie	5/30/2014	I132
Singh-Molares, Anil	5/30/2014	I132
Smith, Catherine	5/30/2014	I132
Smith, Delores	5/30/2014	I132
Smith, Drew	5/30/2014	I132
Sobotka, Jeff	5/30/2014	I132
Soong, Judy	5/30/2014	I132

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Sparks, Kelly	5/30/2014	I132
Sparks, Mark	5/30/2014	I132
Spieker, Martha	5/30/2014	I132
Spieker, Martha	5/30/2014	I132
Stein, Eric	5/30/2014	I132
Stella, Ray	5/30/2014	I132
Stevenson, Brian	5/30/2014	I132
Stewart, Bill	5/30/2014	I132
Stoppeworth, Paul	5/30/2014	I132
Straumann, John	5/30/2014	I132
Straumann, Patti	5/30/2014	I132
Sullam, Bert	5/30/2014	I132
Sullivan, Pendelton	5/30/2014	I132
Sullivan, Robert	5/30/2014	I132
Sweeney, Sheldon	5/30/2014	I132
Tamimi, Nagwa	5/30/2014	I132
Tay, Art	5/30/2014	I132
Tempelis, Andrew	5/30/2014	I132
Tempelis, Sara	5/30/2014	I132
Tenhulzen, Michael	5/30/2014	I132
Tenhulzen, Traci	5/30/2014	I132
Terry, Tina	5/30/2014	I132
Terziyski, Amy	5/30/2014	I132
Terziyski, George	5/30/2014	I132
Thompson, Bernie	5/30/2014	I132
Thompson, Bernie	5/30/2014	I132
Thompson, Cheryl	5/30/2014	I132
Tish, Laurie	5/30/2014	I132
Tish, Mick	5/30/2014	I132
Titus, Tobin	5/30/2014	I132
Toelle, Michael	5/30/2014	I132
Toimil, Lawrence	5/30/2014	I132
Torres, Max	5/30/2014	I132
Tripathi, Dhananjay	5/30/2014	I132
Tschan, Ann	5/30/2014	I132
Valley, Ernie	5/30/2014	I132
Van Dyke, Roma	5/30/2014	I132
Van Vechten, Bradley	5/30/2014	I132
VanDyke, Cliff	5/30/2014	I132

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Veach, Eric	5/30/2014	I132
Visser, Angela	5/30/2014	I132
Visser, Linda	5/30/2014	I132
Visser, Roger	5/30/2014	I132
Vlcek, Rose	5/30/2014	I132
Vu, Luan	5/30/2014	I132
Walker, Carol	5/30/2014	I132
Walker, Harry	5/30/2014	I132
Watkins, Susan	5/30/2014	I132
Wertheimer, Christine	5/30/2014	I132
White, Greg	5/30/2014	I132
White, Greg	5/30/2014	I132
White, Lori	5/30/2014	I132
Wilkins, Emmanuel	5/30/2014	I132
Williams, Adam	5/30/2014	I132
Williams, Adam	5/30/2014	I132
Williams, Angela	5/30/2014	I132
Wilson, Craig	5/30/2014	I132
Wingard, Gretchen	5/30/2014	I132
Wolsky, Brittni	5/30/2014	I132
Wong, Alicia	5/30/2014	I132
Worrall, Mariella	5/30/2014	I132
Wright, Joseph	5/30/2014	I132
Wu, Zhanbing	5/30/2014	I132
Xia, Ken	5/30/2014	I132
Yan, Kangrong	5/30/2014	I132
Young, Andrew	5/30/2014	I132
Young, Hannah	5/30/2014	I132
Zhao, Qin	5/30/2014	I132
Zofia, Z	5/30/2014	I132
<b>Public Hearing</b>		
George Gonzalez	6/5/2014	PH1-1
Tiffany Brown	6/5/2014	PH1-2
Matt Terry	6/5/2014	PH1-3
Matt Terry	6/5/2014	PH1-4
Jeff Myrter	6/5/2015	PH1-5
Jeff Myrter	6/5/2014	PH1-6
Rob Aigner	6/5/2014	PH1-7
Jeanne Muir	6/5/2014	PH1-8

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Jeanne Muir	6/5/2014	PH1-9
Grant Degginger	6/5/2014	PH1-10
Grant Degginger	6/5/2014	PH1-11
Vikki Orrico	6/5/2014	PH1-12
Hayley Bonsteel	6/5/2014	PH1-13
Hayley Bonsteel	6/5/2014	PH1-14
Hayley Bonsteel	6/5/2014	PH1-15
Laura Hurdelbrink	6/5/2014	PH1-16
Laura Hurdelbrink	6/5/2014	PH1-17
Howard Katz	6/5/2014	PH1-18
Howard Katz	6/5/2014	PH1-19
Hallenbeck Mark	6/5/2014	PH1-19.5
Amy Terziyski	6/5/2014	PH1-20
Amy Terziyski	6/5/2014	PH1-21
Amy Terziyski	6/5/2014	PH1-22
Glenn Christy	6/5/2014	PH1-23
Andrea Duffield	6/5/2014	PH1-24
Andrea Duffield	6/5/2014	PH1-25
Cindy Angelo	6/5/2014	PH1-26
Loretta Lopez	6/5/2014	PH1-27
Loretta Lopez	6/5/2014	PH1-28
Don Davidson	6/5/2014	PH1-29
John Hempelmann	6/5/2014	PH1-30
Ayele Dagne	6/5/2014	PH1-31
David Plummer	6/5/2014	PH1-32
David Plummer	6/5/2014	PH1-33
David Plummer	6/5/2014	PH1-34
Patrick Bannon	6/5/2014	PH1-35
Daniel Renn	6/5/2014	PH1-36
Roger White	6/5/2014	PH1-37
Mark Byrski	6/5/2014	PH1-38
Mark Byrski	6/5/2014	PH1-39
William Lider	6/3/2014	PH2-1
William Lider	6/3/2014	PH2-2
William Lider	6/3/2014	PH2-3
Sharon Steele	6/3/2014	PH2-4
Sharon Steele	6/3/2014	PH2-5
Sharon Steele	6/3/2014	PH2-6
Sharon Steele	6/3/2014	PH2-7



<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Sharon Steele	6/3/2014	PH2-8
Loren Simmonds	6/3/2014	PH2-9
Loren Simmonds	6/3/2014	PH2-10
Loren Simmonds	6/3/2014	PH2-11
Loren Simmonds	6/3/2014	PH2-12
Loren Simmonds	6/3/2014	PH2-13
Loren Simmonds	6/3/2014	PH2-14
Stewart Mhyre	6/3/2014	PH2-15
Lisa Lotz	6/3/2014	PH2-16
Mike McClure	6/3/2014	PH2-17
Mike McClure	6/3/2014	PH2-18
Mike McClure	6/3/2014	PH2-19
Mike McClure	6/3/2014	PH2-20
Mike McClure	6/3/2014	PH2-21
Paula Guhl	6/3/2014	PH2-22
Paula Guhl	6/3/2014	PH2-23
Anonymous 1	None Provided	PH3-1
Eric Hansen	None Provided	PH3-2
Eric Hansen	None Provided	PH3-3
Eric Hansen	None Provided	PH3-4
Anonymous 2	None Provided	PH3-5
Anonymous 3	None Provided	PH3-6
Christopher Ray	None Provided	PH4-1
Christopher Ray	None Provided	PH4-2
Christopher Ray	None Provided	PH4-3
Christopher Ray	None Provided	PH4-4
Sandy Phillips	None Provided	PH4-5
Mark Byrski	None Provided	PH4-6
Mark Byrski	None Provided	PH4-7
Mark Byrski	None Provided	PH4-8
Mark Byrski	None Provided	PH4-9
Anonymous 4	None Provided	PH4-10
Anonymous 5	None Provided	PH4-11
Anonymous 6	None Provided	PH4-12
Anonymous 7	None Provided	PH4-13
Anonymous 7	None Provided	PH4-14
Anonymous 7	None Provided	PH4-15
Anonymous 7	None Provided	PH4-16
Anonymous 7	None Provided	PH4-17

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Anonymous 7	None Provided	PH4-18
Dave Perrin	None Provided	PH4-19
William Lindsey	None Provided	PH4-20
William Lindsey	None Provided	PH4-21
William Lindsey	None Provided	PH4-22
William Lindsey	None Provided	PH4-23
William Lindsey	None Provided	PH4-24
William Lindsey	None Provided	PH4-25
William Lindsey	None Provided	PH4-26
William Lindsey	None Provided	PH4-27
William Lindsey	None Provided	PH4-28
<b>Post Cards</b>		
Mike Bell	6/3/2014	PC1
Jessie Amsted	6/3/2014	PC2
Irene Kotukk	6/14/2014	PC3
Sheri Proffitt	6/5/2014	PC4
Charles Holt	6/3/2014	PC5
Michele Partin	6/3/2014	PC6
Katie Miller	6/7/2014	PC7
Amanda Braddock	6/3/2014	PC8
Sheri Myers	6/5/2014	PC9
Lawrence Duffield	6/1/2014	PC10
George Terziyski	5/3/2014	PC11
Teresa Sereno	5/3/2014	PC12
Pablos H	6/4/2014	PC13
Caitlin Sullivan	6/5/2014	PC14
Elizabeth Schroeder	6/5/2014	PC15
Kristin Barron	6/4/2014	PC16
Diane Keck-Katona	5/31/2014	PC17
Elma Duffield	6/1/2014	PC18
Greg McClellan	6/3/2014	PC19
Amy Terziyski	6/5/2014	PC20
Larry Snyder	None Provided	PC21
Eric Jorgensen	6/3/2014	PC22
Mansi Dalal	6/3/2014	PC23
Terre Olson	6/3/2014	PC24
Justin Cox	6/1/2014	PC25
Julie Jacobson	6/4/2014	PC26
Kevin Katona	5/31/2014	PC27

<b>Commenter</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Suzanne Hight	6/3/2014	PC28
Ed Scripps	6/3/2014	PC29
Jeannine Alexander	5/31/2014	PC30
Ron Nelson	6/5/2014	PC31
Nicholas Merryman	6/3/2014	PC32
Rob Aigner	6/5/2014	PC33
Ben Gulliford	6/1/2014	PC34
Dan Linthicum	5/30/2014	PC35
Sam Lowell	6/3/2014	PC36
Candice Duffield	6/2/2014	PC37
Tamara T.	6/3/2014	PC38
Mimi Grant	6/3/2014	PC39
Anthony Phimphalavong	6/3/2014	PC40
Cindy Angelo	6/5/2014	PC41
Lisa Sabin	5/3/2014	PC42
Arden James	6/1/2014	PC43
Diane Keck-Katona	6/1/2014	PC44
Jennifer Jessup	6/6/2014	PC45
Megan Larson	6/5/2014	PC46
Menjke Li	6/13/2014	PC47
Mary Lorette Beck	6/11/2014	PC48
Zara Sarkisova	6/20/2014	PC49
Wendy Kay Donnahoo	6/18/2014	PC50
Karen Gagne	None Provided	PC51
Heather Burton	6/11/2014	PC52
Michelle Chappon	6/5/2014	PC53
Joshua Chamuler	6/1/2014	PC54
Tessa J. Woodyard	None Provided	PC55
Karen Escano	6/10/2014	PC56

# **Agencies (Federal, State, and Local)**

## **Letter F1, U.S. Department of the Interior**

**From:** O'Brien, Allison [allison\_o'brien@ios.doi.gov]  
**Sent:** Thursday, June 19, 2014 11:38 AM  
**To:** OMSF  
**Cc:** Lisa Treichel  
**Subject:** Link Light Rail Operations and Maintenance Satellite Facility DEIS  
**Attachments:** 20140623\_ER14\_0297\_NC\_FTA DEIS Link Light Rail Ops.pdf

F1-1

The Department of the Interior has reviewed the Draft Environmental Impact Statement for the Link Light Rail Operations and Maintenance Satellite Facility, King and Snohomish Counties, Washington. The Department has no comments on the document at this time and our formal comment letter is attached.

Have a great day,

Allison

Allison O'Brien  
Regional Environmental Officer  
U.S. Department of the Interior  
1720 SW Main St., Ste. 201  
Portland, Oregon 97205  
Phone: 503-326-2489  
Mobile: 503-720-1212



## United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
620 SW Main Street, Suite 201  
Portland, Oregon 97205-3026



9043.1

IN REPLY REFER TO:

ER14/0297

*Electronically Filed*

June 19, 2014

Kent Hale  
Link Light Rail Operations Maintenance and Satellite Facility  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104-2826

Dear Mr. Hale:

The Department of the Interior has reviewed the Draft Environmental Impact Statement for the Link Light Rail Operations and Maintenance Satellite Facility, King and Snohomish Counties, Washington. The Department has no comments on the document at this time.

F1-2

We appreciate the opportunity to comment.

Sincerely

Allison O'Brien  
Regional Environmental Officer

## **Responses to Letter F1, U.S. Department of the Interior**

### **Response to Comment F1-1**

Comment stating that the agency has no comments at this time has been noted.

### **Response to Comment F1-2**

Comment stating that the agency has no comments at this time has been noted.

## **Letter F2, U.S. Environmental Protection Agency**





**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**  
**REGION 10**  
 1200 Sixth Avenue, Suite 900  
 Seattle, WA 98101-3140

OFFICE OF  
 ECOSYSTEMS, TRIBAL AND  
 PUBLIC AFFAIRS

June 20, 2014

Mr. J. Steve Saxton  
 Federal Transit Administration  
 915 Second Avenue, Suite 3142  
 Seattle, Washington 98174

Mr. Kent Hale  
 Sound Transit, Union Station  
 401 South Jackson Street  
 Seattle, Washington 98104

Re: Link Light Rail Operations and Maintenance Satellite Facility Draft Environmental Impact Statement, EPA Region 10 Project Number 12-0046-FTA

Dear Messrs. Saxton and Hale:

The U.S. Environmental Protection Agency has reviewed the Link Light Rail Operations and Maintenance Satellite Facility Draft Environmental Impact Statement. We are submitting comments in accordance with our responsibilities pursuant to the National Environmental Policy Act and Section 309 of the Clean Air Act. We appreciate the opportunity to participate in the project environmental review.

Federal Transit Administration and Sound Transit propose to construct and operate an Operations and Management Satellite Facility (OMSF) to store, maintain, and dispatch light rail vehicles for daily service, and to conduct administrative and operational functions. Four alternative build sites are analyzed in the Draft EIS – one in Lynnwood and three in Bellevue, Washington. The Lynnwood site, which is near the terminus of the proposed Lynnwood Link Extension project and adjacent to the Scriber Creek wetland complex, would also require and include the BNSF Storage Tracks site located in Bellevue. The three Bellevue alternatives include the BNSF Alternative; the BNSF Modified Alternative, which partially overlaps the BNSF Alternative; and the SR 520 Alternative, which is adjacent to SR 520 and in close proximity to the BNSF alternatives.

Because the DEIS does not identify a preferred alternative, we are rating the proposed alternatives separately. Based on the information presented in the Draft EIS, we are rating the Lynnwood Alternative as EC-2 (Environmental Concerns, Insufficient Information), and the three Bellevue Alternatives as LO (Lack of Objections). An explanation of these ratings is included for your information.

F2-1

Our concerns regarding the Lynnwood Alternative center upon the potential impacts to the Scriber Creek wetlands, a high value Category 2 salmon-bearing stream and wetland complex, which is also

F2-2

identified as a Priority Habitat by Washington Department of Fish and Wildlife and as critical habitat by the City of Lynnwood (p. 3.9-5). It is contiguous with and functionally connected to Scriber Creek Park, a community park much valued and protected by the local citizenry.

F2-2  
cont'd

The comments and concerns we identified in our letter regarding the Lynnwood Link Extension DEIS would also apply here. In particular, the OMSF Draft EIS does not include a 404(b)(1) analysis that would identify the Least Environmentally Damaging Practicable Alternative (LEDPA) pursuant to Clean Water Act Section 404. However, the DEIS does provide sufficient information to indicate that the Lynnwood Alternative would be unlikely to qualify as the LEDPA. The loss of 1.6 to 1.8 acres on the western side of Wetland N1-1, which would reduce the wetland size by 8%, and the placement of elevated guideways across the center of the wetland, including across the area of Scriber Creek's diffuse flow area, would permanently diminish, fragment and degrade the functions and values of the wetland and priority habitat. These impacts are fully avoidable by selecting one of the Bellevue alternatives.

F2-3

The BNSF Alternative appears to be the Environmentally Preferred Alternative. However, with potential design modifications, such as, maintaining Goff Creek in the daylight and, ideally, removing fish passage barriers, the SR 520 Alternative could also serve as the Environmentally Preferred Alternative. Our additional detailed comments regarding the proposed alternatives are enclosed for your consideration.

F2-4

We commend FTA and Sound Transit for the quality and candor of the Draft EIS, and thank you for the opportunity to review it. If you have questions or would like to discuss these comments, please contact me at (206) 553-1601 or by electronic mail at [Reichgott.christine@epa.gov](mailto:Reichgott.christine@epa.gov), or you may contact Elaine Somers of my staff at (206) 553-2966 or by electronic mail at [somers.elaine@epa.gov](mailto:somers.elaine@epa.gov).

Sincerely,



Christine B. Reichgott, Manager  
Environmental Review and Sediment Management Unit

Enclosures

**U.S. Environmental Protection Agency  
Detailed Comments on  
Link Light Rail OMSF Draft EIS**

**Preferred Alternative Selection**

We have no objections to selection of any of the Bellevue alternatives. The BNSF Alternative appears to be the environmentally preferred alternative, given the level of information in the DEIS. If design modifications are feasible that would maintain Goff Creek as a daylight stream and restore fish passage, the SR 520 Alternative could also be considered as an environmentally preferred alternative.

F2-5

*Recommendation:* Consider design modifications that would prevent the piping of Goff Creek, and seek opportunity to restore fish passage in Goff Creek and/or other project area streams.

**Least Environmentally Damaging Practicable Alternative**

We appreciate that there is a good range of alternatives presented for the OMSF, which affords the opportunity to avoid impacts to sensitive aquatic resources. The Draft EIS provides information that is usable for a 404(b)(1) analysis, such as the number of acres of wetlands, streams, and buffers that would be affected, but does not attempt to provide a complete 404(b)(1) analysis for the purposes of permitting under Section 404 of the Clean Water Act. The 404(b)(1) analysis would disclose information for the public and decision makers that is vital to selecting a preferred alternative.

F2-6

*Recommendation:* Include a 404(b)(1) analysis in the Final EIS.

Information in the Draft EIS indicating that the Lynnwood Alternative is not likely to serve as the LEDPA includes, but is not necessarily limited to the following:

- The Lynnwood Alternative would result in 1.6 to 1.8 acres of permanent impact on the western side of Wetland N1-1, reducing the wetland size by 8%, and would place elevated guideways across the center of the wetland including across the area of Scriber Creeks' diffuse flow into the wetland. (p. 3.9-20)
- Impacts would affect the wetland's ability to perform water quality and hydrologic functions, and would reduce the amount of habitat provided for wildlife. (p. 3.9-20)
- All design options of the Lynnwood Alternative would affect the areas that appear to be previous mitigation, which could complicate a determination of mitigation for impacts. The Native Growth Protection Area (NGPA) recording certificate for the southernmost portion of the wetland's two western arms prohibits future development and requires that any boundary adjustments to the NGPA be approved by the City of Lynnwood through a formal platting process. (p. 3.9-20)
- Approximately 1.6 acres of wetland buffer would also be affected, which would reduce forested and shrub wetland habitats, as well as potentially surface flow paths and the ability to store floodwaters associated with the Scriber Creek floodplain. (p. 3.9-20)
- Wetlands and wetland buffers under the elevated guideway would be affected through the conversion of forest-dominated wetlands to shrub-dominated wetlands and buffers under and along each side of the guideways to prevent trees and branches from interfering with operation of the light rail. (p. 3.9-20)
- Construction impacts would clear tree and shrub wetland and wetland buffer vegetation that would require decades to recover mature forested or scrub shrub functions.

F2-7

- We believe the cumulative impacts to the Scriber Creek subbasin from the Lynnwood Alternative would outweigh the cumulative effects of any Bellevue alternative (p. 3.9-26). These cumulative impacts include:
  - 6 acres of vegetation and wildlife habitat impact,
  - 1.6 to 1.8 acres of wetland impact,
  - 0.1 acre aquatic impact,
  - Lynnwood Link Extension impacts,
  - impacts to connectivity of the Scriber Creek habitat corridor,
  - the greatest increase in impervious surface among alternatives, and
  - placement of fill in a 100 year floodplain
- Avoiding the Lynnwood Alternative would be consistent with Sound Transit Sustainability Initiative policy to avoid impacts on environmentally sensitive resources in accord with the mitigation sequencing of NEPA, Clean Water Act, and local Critical Area Ordinances.
- The Lynnwood Alternative would require offsite staging areas or construction easements not required by the BNSF alternatives.
- The Lynnwood Alternative requires more operations and maintenance staff than Bellevue alternatives due to off-site storage tracks in Bellevue duplicating some functions.
- Construction emissions of criteria pollutants and greenhouse gases from the Lynnwood Alternative would be slightly higher than the Bellevue alternatives. (p. 3.7-6)
- The Lynnwood Alternative study area has the largest presence of low-income populations and a small pocket with high minority population. This Alternative would displace and require relocation of the Washington Department of Social and Health Services office. (p. 3.5-13)

F2-7  
cont'd

**U.S. Environmental Protection Agency Rating System for  
Draft Environmental Impact Statements  
Definitions and Follow-Up Action\***

**Environmental Impact of the Action**

**LO – Lack of Objections**

The U.S. Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

**EC – Environmental Concerns**

EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

**EO – Environmental Objections**

EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

**EU – Environmentally Unsatisfactory**

EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

**Adequacy of the Impact Statement**

**Category 1 – Adequate**

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

**Category 2 – Insufficient Information**

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

**Category 3 – Inadequate**

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

\* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment, February, 1987.

## Responses to Letter F2, U.S. Environmental Protection Agency

### Response to Comment F2-1

Comment rating the Lynnwood Alternative as an EC-2 (Environmental Concerns, Insufficient Information) and three alternatives in Bellevue as LO (Lack of Objections) has been noted.

### Response to Comment F2-2

Comment noted. The analysis of potential construction and operational impacts on the Scriber Creek wetlands is provided in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS, including the potential for 1.6 to 1.8 acres of permanent impact on the western side of Wetland N1-1 (reducing the wetland size by 9% to 10.5%). Section 3.9.3.4 of the Final EIS identifies the Scriber Creek wetland as a Priority Habitat in the Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species Database and as a City of Lynnwood Critical Habitat. Impacts related to the wetland's water quality and hydrologic functions, including its connection with Scriber Creek and Scriber Creek Park, are described. The wetland's habitat functions, including temporal loss and shifts in vegetation communities from forested to scrub-shrub as a result of the elevated guideways across the center of the wetland, are disclosed in Chapter 3, Section 3.9.4.6, of the Final EIS. Please also see response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment F2-3

The wetland analyses in the Draft and Final EIS were based on conceptual engineering. They estimate impacts conservatively, without attempting to judge the effectiveness of potential avoidance and minimization measures. Because the analyses are intended primarily to help decision makers compare the impacts of the alternative, they lack the detail required to support an actual permit application. Although the Final EIS analysis is more refined than that of the Draft EIS and some field delineations have been performed, a Section 404(b)(1) analysis would be premature at this time given the level of design information, the agency coordination conducted, and the potential avoidance measures that could be incorporated at this time. The Final EIS identifies which alternative would have the lowest level of wetland impact. If the Sound Transit Board finds it appropriate for the project, Sound Transit will prepare a 404(b)(1) analysis as part of project permitting. The Sound Transit Board identified the BNSF Alternative as the Preferred Alternative for the Final EIS. This build alternative has the least wetland impact.

### Response to Comment F2-4

Comment stating that the BNSF Alternative appears to be the Environmentally Preferred Alternative has been noted. Also noted the comment stating that the SR 520 Alternative, with design modifications, including removing the fish barriers and daylighting Goff Creek, could also serve as an Environmentally Preferred Alternative.

### Response to Comment F2-5

Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment F2-6**

Please see response to Comment F2-3.

**Response to Comment F2-7**

Comment noted. Please see response to Comment F2-3.

## **Letter L1, City of Bellevue, Planning and Community Development**





June 5, 2014

Mr. Kent Hale  
Senior Environmental Planner  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104

Dear Mr. Hale:

The City of Bellevue has consistently opposed siting the Operations and Maintenance Facility in the Bel-Red area. As expressed in the Bellevue Council letter of November 6, 2012 (attached):

- A light rail maintenance facility at any of the proposed sites in Bellevue would clearly be incompatible with the adopted Bel-Red Subarea Plan and current zoning.
- Locating an O&M facility in the Bel-Red area could diminish the capacity for employment and housing in a key TOD node which is contrary to the City's plans as well to Sound Transit's interests.
- The O&M facility should not be forced into an area where it would be incompatible with the community vision, adopted land use regulations, and transit oriented development.

L1-1

Sound Transit's draft environmental review of the alternative sites did not fully consider the adopted land use plan, zoning, and approved master plans in Bel-Red and the opportunity cost of the OMSF displacing or otherwise impacting future transit-oriented development.

L1-2

And finally, the DEIS did not analyze the potential to minimize impacts by redesigning or reducing the size of the facility.

L1-3

Thank you for the opportunity to comment.

A handwritten signature in cursive script that reads "Chris Salomone".

Chris Salomone  
Director, Planning & Community Development  
City of Bellevue



November 6, 2012

Mr. Kent Hale  
Senior Environmental Planner  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104

**RE: Bellevue City Council response to Sound Transit Link Operations and Maintenance  
Satellite Facility**

Dear Mr. Hale:

I am writing on behalf of the Bellevue City Council to express our strong opposition to the siting of a Link Operations and Maintenance (O&M) Satellite Facility in Bellevue. I would like to reiterate and clarify the Council's concerns about the timing of this initiative as well as the potential location and impact of such a facility in the City's Bel-Red area. The City has consistently opposed this location for this type of facility.

The timing of the O&M study outlining potential sites in Bellevue comes as an unwelcome surprise to the City. We were assured by Sound Transit during ST2 package development in 2007-08 and development of East Link DEIS that a maintenance base was not needed for East Link or on the eastside. This message was reinforced by Sound Transit staff during the City Council's alignment deliberations following the release of the East Link Draft Environmental Impact Statement (DEIS). Sound Transit's January 12, 2009 presentation to Council indicated that a base was not funded in ST2. During the same presentation, Sound Transit staff stated that they had looked at the Bel-Red corridor's existing industrial uses and acknowledged that the maintenance facility alternatives for the area were no longer consistent with the City's land use planning goals.

The City Council's February 2009 letter responding to the East Link DEIS also addressed the location of the O&M facility; *"We view maintenance base MF-5 in downtown Redmond as the most desirable location. The three maintenance bases evaluated in Segment D are not consistent with the land uses envisioned for the Bel-Red Corridor. Given that the maintenance base will not be operationally necessary until East Link is extended to downtown Redmond, there is no funding included in ST2 for the base, and MF-5 is consistent with the surrounding land uses in Redmond, we see no need for a maintenance base site to be selected in the Bel-Red area"*.

L1-4

The Bel-Red Subarea Plan resulted from the City working intensively with the community for several years to develop a vision for the Bel-Red area that transforms the current light industrial and low-intensity commercial land uses to a mixed-use transit oriented community. The plan was developed in parallel with the East Link EIS and supports the investment in light rail infrastructure by emphasizing higher density development nodes around the light rail stations. A light rail maintenance facility at any of the proposed sites in Bellevue would clearly be incompatible with the adopted Bel-Red Subarea Plan and current zoning.

Locating an O&M facility in the Bel-Red area could diminish the capacity for employment and housing in a key TOD node which is contrary to the City's plans as well to Sound Transit's interests. Locating an O&M facility adjacent to parcels zoned for high density mixed-use development may make the parcels harder to develop.

We are also concerned that multiple potential O&M sites are identified in Bellevue, yet only one is identified adjacent to the North Link extension. North Link is the area where travel demands will be the greatest and the need for the facility is generated. According to recent studies, Sound Transit has concluded that travel demand will equate to roughly 50 percent of the capacity of the downtown Bellevue station in 2030 during peak periods. This is important because demand at this station is projected to be the highest of stations on the eastside and, as recently as April of this year, Sound Transit staff contemplated shorter three-car train platforms as a cost savings option. The system expansion requirements appear to be driven by demands on North Link and, therefore, the O&M facility should be located on the west side, rather than forcing it into an area where it would be incompatible with the community vision, adopted land use regulations, and transit oriented development.

Lastly, it is disappointing that this unwelcome surprise comes without warning so soon after the City and Sound Transit entered into the East Link Memorandum of Understanding. The City has devoted substantial effort and resources to the Collaborative Design Process and has enjoyed the spirit of transparency and partnership. The Council believes that this new approach is a success and serves as the model for our future interactions. This approach to the O&M effort violates this spirit of cooperation.

Section 2.1 of the MOU calls for the parties to act cooperatively and in good faith, and to communicate problems that arise with the performance of the terms of the MOU. A maintenance facility in Bellevue would create such a problem. Under the MOU definitions, the maintenance facility is part of the "Light Rail Transit Facility" but is not described as part of the "Project". The maintenance facility will need to be added to the Project definition and the entire MOU will need to be rethought and amended to reflect this material change. The timelines in the MOU will need to be adjusted to provide sufficient time for the City to conduct due diligence on the proposals and consider how the MOU will be modified.

The maintenance facility was not studied in the FEIS nor included in the FTA's ROD. The cumulative noise and environmental impacts of a maintenance facility in Bellevue would need to be studied in conjunction with the rest of the Project. Noise studies will need to be updated

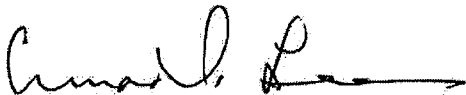
L1-4  
cont'd

to reflect the fact that light rail trains will be operated along the line between the hours of 1:00 am and 5:00 am.

The City Council expects that Sound Transit will consider our concerns seriously. We believe a deeper investigation of potential O&M sites in direct proximity to the North Link Extension is warranted. We request that the candidate sites in Bellevue be immediately dropped from further consideration based on Sound Transit's past commitments, inconsistency with the community vision, and incompatibility with adopted land use regulations.

L1-4  
cont'd

Sincerely,

A handwritten signature in black ink, appearing to read 'Conrad Lee', with a long horizontal flourish extending to the right.

Conrad Lee  
Mayor

CC: Sound Transit Board of Directors  
Bellevue City Council  
Steve Sarkozy  
Kate Berens  
David Berg  
Mike Brennan  
Chris Salomone

## Responses to Letter L1, City of Bellevue, Planning and Community Development

### Response to Comment L1-1

Comment noted. Chapter 3, Section 3.3, *Land Use* (Section 3.3.4), of the Final EIS acknowledges that the OMSF alternatives in the Bel-Red area are generally not consistent with the Bel-Red Subarea Plan land use policy. The Bel-Red zoning designations conditionally allow “Rail Transportation: right-of-way, yards, terminals, and maintenance shops,” subject to Sound Transit obtaining a Conditional Use Permit from the City of Bellevue.

Sound Transit Board Motion M2014-51 directed the staff to prioritize and incorporate agency and community transit-oriented development (TOD) potential consistent with Sound Transit TOD policy (Resolution No. R2012-24). Since the Draft EIS, the site design and layout of the Preferred Alternative has been refined to incorporate key concepts identified during the Urban Land Institute and stakeholder work, as well as ongoing coordination with the City of Bellevue. In addition, the Preferred Alternative includes project elements identified during the stakeholder process that make the OMSF more compatible with the *Bel-Red Subarea Plan* vision and policies. Chapter 2, *Alternatives Considered* (Section 2.6.1), of the Final EIS describes the changes to the Preferred Alternative that incorporate TOD potential and make the OMSF more compatible with the Bel-Red Subarea Plan vision.

Please also see responses to Common Comments 10 through 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment L1-2

Chapter 3, Section 3.3, *Land Use* (Section 3.3.3.1), of the Final EIS acknowledges the purpose and goals of the Bel-Red Subarea Plan. Section 3.3.4 discusses impacts from the conversion of lands in the Bel-Red subarea to public transportation uses (Section 3.3.4.2) and indicates that the OMSF is generally not consistent with the Bel-Red Subarea Plan land use policy (Sections 3.3.4.3, 3.3.4.4, and 3.3.4.5). However, Bel-Red Subarea Plan Policy S-BR-70 states that the City of Bellevue will “work with Sound Transit to determine the need for a future light rail maintenance facility in Bel-Red and, if needed, locate it where compatible with planned land uses and transportation facilities and services” (City of Bellevue 2009). Chapter 3, Section 3.4, *Economics*, summarizes the anticipated impacts of the build alternatives on local and regional economies from business displacements and changes in tax revenue. Opportunity costs are not required to be evaluated, but they are discussed in Section 3.4.5 of the Final EIS. Please see responses to Common Comments 10, 11, 12, 15, 16, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment L1-3

Please see the response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, and Appendix F.1, *Additional Detail on the Two-Site OMSF Option*, of the Final EIS.

### **Response to Comment L1-4**

Sound Transit received the City's November 6, 2012, comment letter during the environmental scoping period for the project. These comments were considered by the Sound Transit Board in identifying alternatives to study in the OMSF EIS (Motion M2012-82).

## **Letter L2, City of Bellevue, Planning and Community Development**



June 23, 2014

Kent Hale, Senior Environmental Planner  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104-2826

Subject: City of Bellevue Review of the Draft Environmental Impact Statement for the OMSF Project

Dear Kent,

Attached are the comments from City of Bellevue's review of the Draft Environmental Impact Statement for Sound Transit's Operations and Maintenance Satellite Facility (OMSF) project.

The City's comments represent staff review based on the information prepared by Sound Transit on each of these sites. These comments are not intended as a detailed analysis of either of the sites in Bellevue with respect to consistency with applicable code requirements. If the Sound Transit Board were to select a Bellevue location for the OMSF and proceed to develop a site in Bellevue, the City would have permitting authority over such a proposal. In addition, the City would be a lead agency under the State Environmental Policy Act (SEPA) for any project constructed in Bellevue. A more detailed review at the project level may reveal additional impacts and mitigation not described in this DEIS, and the City's comments at this stage are not a supplement for, nor do they waive the City's permitting and SEPA authority.

L2-1

We have organized our comments into the key issue areas described below. Detailed comments are attached to this submittal letter, while the below summary highlights our major concerns in each area.

**Transit Oriented Development (TOD) Best Practices:** Both of the sites identified in Bellevue are in the Bel-Red subarea. This area, its comprehensive plan and land use regulations represent a decade-long planning effort to fundamentally change from its historic industrial focus to a community planned around and enhanced by transit. Development of a 25 acre OMSF in the heart of this community is a short-sighted investment of regional taxpayer dollars with lasting impacts.

L2-2

**Lack of Creative and Innovative Alternatives that Reduce Footprint and Impacts:** SEPA's requirements include an emphasis on identifying and reviewing viable alternatives that first avoid, and next minimize environmental impacts. The DEIS fundamentally fails to review viable alternatives, including those encouraged by the Sound Transit board, suggested by Bellevue staff, and endorsed by a ULI panel of experts.

L2-3

**Opportunity costs:** The DEIS focuses much of its analysis on the current uses around the two Bellevue locations, rather than addressing the uses planned for redevelopment. The DEIS must address the expected current and future impacts from loss of existing development and expected redevelopment.

L2-4

**Specific comments on DEIS environmental analysis:** A number of technical issues are addressed in our specific comments on a variety of elements of the environment. Overall, the DEIS lacks any discussion of the potential for cumulative impacts that may result from East Link operations being impacted by the siting of an OMSF of this magnitude at either of the two Bellevue locations.

L2-5



**Public investment:** In addition to the investment of private and public resources in establishing the Bel-Red Subarea as a regional model of TOD, the DEIS fails to address public investment in future park resources. Multiple agencies have invested in a future regional trail along the rail-banked BNSF corridor, and the City has established park and trail locations through its planning processes. The DEIS incorrectly fails to identify many of these resources as 4(f) resources, or deals with them inconsistently through the document.

L2-6

**Technical comments:** Additional comments that identify errors, incomplete information or inconsistencies.

L2-7

We look forward to receiving Sound Transit's responses to these comments. If you would like to discuss the City of Bellevue's comments before the upcoming Sound Transit Capital Committee and Sound Transit Board review of the OMSF alternatives, please contact me at 425 452-6191 or [csalomone@bellevuewa.gov](mailto:csalomone@bellevuewa.gov).

Sincerely,



Chris Salomone, Director  
Department of Planning & Community Development  
City of Bellevue

cc via e-mail: Mike Williams, Sound Transit  
Bellevue City Council  
Brad Miyake, City Manager  
Myrna Basich, City Clerk  
Bellevue East Link Steering Committee

Enclosure

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)					
Transit Oriented Development Best Practices					
1. TOD Best Practices: comments respond to the DEIS not supporting Transit Oriented Development Best Practices and the Bel Red Vision.					
City of Bellevue					
Transit Oriented Development Best Practices					
Draft EIS Section	Section No.	Page No.	Exhibit/Table No.	Comment	
Executive Summary	Areas of Controversy and Issues to be Resolved	S-24		Additional area of controversy and issue to be resolved: Delivering OMSF consistent with Sound Transit's TOD policies.	L2-8
Ch.1 Purpose and Need	Project Goals and Objectives	1.3		Under Transportation Goal, edit sub-bullet: Locate a facility <u>that supports transit use and provides</u> efficient and reliable service.	L2-9
3.3 Land Use	3.3.1	3.3-1		Include the Sound Transit TOD Policy included as a governing document.	L2-10
3.3 Land Use	3.3.4.2	3.3-14		States that all build alternative sites are located near future light rail lines and within .5 mile of a future light rail station. Are there any best practices for how close a maintenance facility should be located to a rail station and associated transit-oriented development?	L2-11
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.4.4	3.5-11		A transportation use of this type is not compatible with the uses planned and under construction in the surrounding neighborhood. Community quality and character would be adversely impacted by this use.	L2-12
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.6	3.5-13		Mitigation measures would be needed at the SR 520 site related to social impacts, community and neighborhood, including measures to activate the streetfront on NE 20th and 130th Ave NE.	L2-13
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.6	3.5-13		Mitigation measures would be needed at the BNSF site related to social impacts, community and neighborhood, including measures to activate the streetfront on 120th Ave NE.	L2-14
Ch.4 Alternatives Analysis	4.3	4-11		Additional area of controversy and issue to be resolved: Delivering OMSF consistent with Sound Transit's own TOD policies.	L2-15

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)				
Be creative and flexible in reducing the OMSF footprint and impacts				
2. Creative and Innovative to Reduce: comments respond to the DEIS not sufficiently analyzing the potential to minimize impacts and displacement by redesigning or reducing the size of the facility.				
City of Bellevue				
Creative and Innovative to Reduce Footprint and Impacts				
Draft EIS Section	Section No.	Page No.	Exhibit/Table No.	Comment
Ch.4 Alternatives Analysis		4-1		P. 4-1 (OMSF DEIS) states, “This evaluation takes into account differences in the alternative locations and facility designs ... including the ability to <b>avoid or mitigate</b> environmental impacts....” {emphasis added}. The hierarchy is first to avoid, second to minimize and third to rectify the impact of the project, according to SEPA. This DEIS does not explore ways to <b>minimize</b> impacts. The City of Bellevue has repeatedly and consistently requested that Sound Transit explore ways to minimize the footprint and thereby the potential impacts of the site alternatives. The DEIS contains a summary of the work done by the panel from the Urban Land Institute but it did not explore ways to minimize the footprint and the strategies for adding back development potential was not incorporated into the analysis in a way that evaluates their ability to mitigate land use or other impacts.
Ch.4 Alternatives Analysis		4-7		The project costs do not appear to include any offset for the sale of the redevelopment acreage on any of the sites. In the case of the Lynnwood site, there would be 9 to 13 acres available for redevelopment after the project is constructed. The capital investment in the BNSF site alternatives could also be offset if the amount of surplus land could be increased by minimizing the footprint of the OMSF.
3.2 Acquisitions, Displacements, and Relocations	3.2.6	3.2-11		DEIS does not include any fully developed alternatives to address the potential to minimize impacts by redesigning or reducing the size of the facility. Also, DEIS does not include any mitigation measures that address the potential to minimize impacts by redesigning or reducing size of facility.
Executive Summary	Comparison of Alternatives	S-3		Regarding "There is insufficient property to expand the Forest Street OMF...". Did ST examine a scenario that expands the Forest Street OMF to the extent that it could serve the ST2 north south fleet; and construct a smaller OMSF to serve the ST2 east fleet? A third O & M facility could be constructed at far north or south when needed for system expansion beyond ST2.

L2-16

L2-17

L2-18

L2-19

L2-16

L2-17

L2-18

L2-19

Ch.2 Alternatives	Core Light Rail System Expansion	2-2		Sound Transit's O & M Facility in SODO and second OMSF should be designed to serve planned ST2 system. A 3rd O & M facility should be designed to serve the expanded system.	L2-20
Ch.2 Alternatives				The DEIS assumes that it is prohibitively expensive to overbuild the OMSF. However, the International District Tunnel Station is an example where lidded development is possible when one takes a longer view. Additional analysis of overbuilding to mitigate lost development potential is required.	L2-21
Ch.2 Alternatives	2.3	2-5		Section 2.3 describes the physical needs of the proposed OMSF project in a manner that precludes a creative and innovative approach to the OMSF. Consider expanding as follows: "Being able to accommodate a minimum of 80 LRVs <u>or other option that stores and services the 180 LRV system fleet</u> ". (per ST Board direction to consider creative options such as two sites, etc.).	L2-22
Ch.2 Alternatives	2.3	2-5		Section 2.3 describes the physical needs of the proposed OMSF project in a manner that precludes a creative and innovative approach to the OMSF. Consider expanding as follows: "Having 20 to 25 acres of usable land <u>or other option that stores and services the 180 LRV system.</u> " (per ST Board direction to consider creative options such as two sites, etc.).	L2-23
Ch.2 Alternatives	2.3.1	2-6		"The dimensions and configuration of a typical light rail O & M facility is primarily driven by the space required for a runaround track". The BNSF Alternative could utilize portions of the ST Eastside Rail Corridor for the run-around track, allowing for a smaller site footprint. Please include this option.	L2-24
Ch.2 Alternatives	2.3.1	2-6 and 2-8		The number of LR vehicles to be parked at the OMSF is a major determinant of the facility size. If the SODO facility can accomodate 104 vehicles and the system need is 180 vehicles, why must the OMSF accomodate 96 vehicles to achieve service goals (page 4-3, Table 4-1)? <u>Ten rows of 8 cars</u> , not 11 rows of 8 cars, is the minimum needed. Further, all OMSF Alternatives show 12 rows of 8 cars (Appendix G, Conceptual Plans).	L2-25
Ch.2 Alternatives	2.3.2	2-8 to 2-10	2-1	Overall acreage is the primary evaluation for these alternatives, while it should be the number of LRVs that could be stored and serviced with the goal of servicing the 180 LRV system (per ST Board direction to consider creative options such as two sites, etc.).	L2-26

Ch.2 Alternatives	2.3.2	2-9	Table 2-1 Potetial A	E-9 Metro Bus Facility was determined too small and environmentally constrained. However, Sound Transit could work with Metro to co-locate some OMSF functions, allowing for a smaller site footprint. Has analysis been done on this option?	L2-27
Ch.2 Alternatives	2.3.2	2-11		Two site option "was not identified for detailed evaluation in the Draft EIS by the Sound Transit Board of Directors..." There was direction by the ST Board to pursue creative options including 2 smaller sites. This DEIS fails to respond tho this direction.	L2-28
Appx F.1 Two-Site OMSF Option		1		Intro states that the two-site option was explored "in response to inquiries from partner jurisdictions..."; however the Sound Transit Board also gave direction to explore the two-site option (12/13/2012 Capital Committee Meeting; 12/20/2012 Executive Board Meeting).	L2-29
Appx F.1 Two-Site OMSF Option		5	Figure 4	This layout for a 48-car site demonstrates that the run-around track does not need to fill the entire area between BNSF and 120th. It also demonstrates that the number of vehicles stored may be the greater determinant of facility footprint. The DEIS should fully develop alternatives that address the potential to minimize impacts by redesigning or reducing the size of the facility.	L2-30
Appx F.1 Two-Site OMSF Option		9		Estimated ROW cost notes that the smaller 48 car option requires the same number of parcels to be purchased and thus no savings in the initial ROW costs. Parcel costs do not include any offset for the sale of the redevelopment of any of the sites.	L2-31
Appx F.1 Two-Site OMSF Option		10		Regarding Scenarios for Two Site OMSF: An additional scenario was not examined. E. Expand and continue use of the Forest Street OMF to serve the ST2 north south fleet; Construct a 48-car OMSF to serve the ST2 east fleet; in subsequent system expansion construct OMF at far north or south of system.	L2-32
Appx F.1 Two-Site OMSF Option		10		As the system grows beyond the current urban centers of Seattle and Bellevue, O & M facilities will not be as challenging to site. The East Link OMSF, particularly those proposed in Bel-Red, should not be sized to accomodate future light rail expansion.	L2-33

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)				
Opportunity Costs				
3. Opportunity Costs: comments respond to the DEIS not adequately addressing current and future impacts from loss of existing development and expected redevelopment, including impacts to adjacent properties.				
City of Bellevue				
Opportunity Costs				
Draft EIS Section	Section No.	Page No.	Exhibit/Table No.	Comment
Executive Summary	Areas of Controversy and Issues to be Resolved	S-24		Additional area of controversy and issue to be resolved: SR 520 Alternative's displacement and relocation of more than 100 existing businesses that result in the highest cumulative annual property tax of any of the alternatives.
3.2 Acquisitions, Displ	3.2.4	3.2-2	Table 3.2-1	In addition to the number of parcels affected and businesses displaced, the analysis should also include the number of jobs permanently displaced by the future OMSF use versus the planned and permitted uses for each site.
3.3 Land Use	3.3.4.2	3.3-15 and 3.3-20	Tables 3.3-1, 3.3-2, 3.3-3	Displacement should be determined by taking the potential building square footage and dwelling units displaced in each of the alternatives to calculate the potential jobs and residents displaced by the project - and to take it one step farther, how much is the ridership potential reduced by this displacement?
3.3 Land Use	3.3.4.2	3.3-14		Need to also examine the impact of OMSF on adjacent areas transitioning to transit-oriented development.
3.3 Land Use	3.3.4.2	3.3-16	3.3-3	Be clear about assumed FARs/densities for development of both office and residential. The potential achieved densities and heights are not consistent with City projections.

3.4 Economics	3.4	Overall comment		<p>Analysis fails to address the opportunity cost of locating this facility on the western edge of the Bel-Red planning area, foreclosing forever the option to build the type of residential and office development anticipated by the plan. This EIS needs to better account for this future impact.</p> <p>City of Bellevue analysis of the opportunity cost of the BNSF Alternative finds: The opportunity cost of the intended future redevelopment results in a loss to Bellevue revenues (property tax, B &amp; O tax, and sales tax) estimated at more than \$6 million per year, just for the 23 acres occupied by the OMSF. In addition, Bellevue could lose up to \$50 million in impact and incentive fees that are earmarked for traffic and environmental mitigation in the area. The net present value of the fiscal benefits foregone from the assumed development over a 30 year period is estimated to be roughly \$140 million. This excludes the State's portion of the sales tax which would approach \$75 million alone during this period.</p> <p>City of Bellevue analysis analysis of the opportunity cost of the SR 520 OMSF (Alternative 4) finds: displacing existing and future development results in a loss to Bellevue revenues (property tax, B &amp; O tax, and sales tax) estimated at more than \$1 million per year, just for the 25 acres occupied by the OMSF. The net present value of the fiscal benefits foregone from the assumed development over a 30 year period is estimated to be roughly \$64 million. This excludes the State's portion of the sales tax which would approach \$115 million alone during this period.</p>	L2-39
3.4 Economics	3.4.5	3.4-7		<p>More discussion is needed on the opportunity costs of using up TOD land for the OMSF. To say that it would just be a small percentage of overall economic conditions in both cities is not sufficient. The DEIS fail to analyze the impacts on surrounding properties from an OMSF being built adjacent to them, including impact of property value, lease rates, etc.</p>	L2-40
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.2.3			<p>The section is wrong in concluding that "there is little to no community character in the areas south of SR 520"(Sec. 3.5.2.3). These uses comprise a coherent and positive community character of a vibrant retail corridor supporting a plethora of small independent businesses that serve community needs. Unfortunately, many of these businesses could not survive relocation.</p>	L2-41

3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.3.3	3.5-8		Description of existing land uses within the SR 520 study area is inaccurate for purposes of analyzing the impacts of this alternative. There is no mention of the area's adjacency to the 130th station node.	L2-42
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.4.2	3.5-10		Currently the BNSF site is vacant, so how could the build alternative reduce total trips generated? DEIS should provide more detail about the number of people that would be working at the site and what their expected mode share would be.	L2-43
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.4.4	3.5-11		Consider impacts to residents projected to be in the vicinity during the construction of the facility including current residential construction in the Spring District Phase I.	L2-44
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.4.4	3.5-11		The majority of the BNSF site is located within the 120th station node, which has capacity for residential, office and commercial development. There are opportunity costs associated with the development of the BNSF alternative in that a prime site for mixed use development would be removed from the 120th node resulting a lower density of employment and population surrounding the station. Specify the impacts on regional housing and employment targets, and impacts on ridership.	L2-45
3.6 Visual and Aesthetic Resources	3.6.2	3.6-2		The analysis is only on the existing character and land uses in the area. If the facility will be up and running by 2020-23 timeframe, the analysis should also examine planned adjacent uses at that time, including those described in the Spring District and Pine Forest master plans.	L2-46
3.6 Visual and Aesthetic Resources	3.6.3.2	3.6-8		Section ignores future uses such as those contemplated in Spring District Master Plan (some of which are already under development), Pine Forest plan, and in potential development area along west side of 120th Avenue NE in BNSF Modified Alternative.	L2-47
3.6 Visual and Aesthetic Resources	3.6.3.2	3.6-8		Existing uses in the area also include a high-end auto dealership directly to the south.	L2-48
3.6 Visual and Aesthetic Resources	3.6.3.3	3.6-9		This section refers primarily to existing businesses (buildings separated from roadway with surface parking lots), where the plans for urban development in adjacent areas have been clearly articulated in the Spring District Master Plan for example.	L2-49



3.6 Visual and Aesthetic Resources	3.6.4.4	3.6-13		The OMSF may be "typical" of current uses, but not with future uses. Future uses such as those contemplated in Spring District Master Plan (some of which are already under development), Pine Forest plan, and in potential development area along west side of 120th Avenue NE in BNSF Modified Alternative.	L2-50
Executive Summary	Key Operationa and Environmental Impacts of the BNSF Alternative (and BNSF Modified Alternative)	S-16		"The BNSF is not consistent with <b>planned future land uses</b> in the area" is an inadequate description of the area. The proposed BNSF site alternative is within the 1/4 mile node around the 120th Ave. NE Station, which is currently being redeveloped with transit-oriented uses in the form of office and multifamily at the Spring District as part of Phase 1. The future phases of the Spring District and Pine Forest will bring additional multifamily, office, retail, and hotel uses. Include discussion of OMSF incompatibility with these uses.	L2-51
Executive Summary	Areas of Controversy and Issues to be Resolved	S-24		"Resolving conflicts related to locating the proposed project in areas <b>envisioned for transit-oriented development</b> within the City of Bellevue's Bel-Red corridor". Proposed BNSF site alternatives are within the 1/4 mile TOD node around the 120th Ave. NE Station, which is currently being redeveloped with transit-oriented uses in the form of office and multifamily at the Spring District as part of Phase 1. The future phases of the Spring District and Pine Forest will bring additional multifamily, office, retail, and hotel uses. Include discussion of OMSF incompatibility with these uses.	L2-52
Fact Sheet	Key Operational and Environmental Impacts of the BNSF (and BNSF Modified) Alternatives	S-16		"The BNSF is not consistent with <b>planned future land uses</b> in the area" is an inadequate description of the area. The proposed OMSF area is currently being redeveloped with transit-oriented uses in the form of office and multifamily at the Spring District as part of Phase 1. The future phases of the Spring District and Pine Forest will bring additional multifamily, office, retail, and hotel uses. Include discussion of OMSF incompatibility with these uses.	L2-53
3.3 Land Use	3.3.1	3.3-1		Include the approved Wright Runstad Master Plan under City of Bellevue documents.	L2-54
3.3 Land Use	3.3.3.2	3.3-10		Following discussion of approved Spring District Master Plan, information should be included on proposal for Pine Forest on 120th Ave NE, south of the proposed BNSF site alternative, within the 120th station node.	L2-55

3.3 Land Use	3.3.3.2	3.3-10		Information on Spring District should be updated to reflect recent permit approval for first phase of development and timeline for completion.	L2-56
Ch.4 Alternatives Analysis	4.1.2.2	4-8		For the BNSF Alternative "The OMSF is consistent and comptible with existing uses and would not result in substantial changes to the visual environment because the building mass, size, and use are typical of the surrounding area." Comment: Does not account for adjacent transitioning uses, particularly Children's Hospital (built 2010) and the Spring District project (2013 construction start of phase one).	L2-57
Ch.4 Alternatives Analysis	4.1.2.2	4-8		For the BNSF Modified Alternative "The OMSF is consistent with existing uses and would not result in substantial changes to the visual environment because the building mass, size, and use are typical of the surrounding area." See comment above.	L2-58
Ch.4 Alternatives Analysis	4.2	4-10		DEIS Alternatives Analysis fails to recognize that the conversion of land to light rail/transportation use would change the character of the BNSF site alternatives- where adjacent parcels are being redeveloped into a high density, mixed use neighborhood around transit- and would change the character of the SR 520 site alternative- where proposed and adjacent parcels form a thriving general commercial corridor of small businesses and high-end auto retail.	L2-59
Ch.4 Alternatives Analysis	4.3	4-11		Additional area of controversy and issue to be resolved: SR 520 Alternative's displacement and relocation of more than 100 existing land uses that result in the highest cumulative annual property tax of any of the alternatives.	L2-60

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)				
Cumulative East Link Analysis				
Comment:				
4. East Link and OMSF EIS Cumulative Analysis: comments respond to the DEIS potentially not addressing the cumulative impacts of the East Link and the larger OMSF facility. This section includes most environmental impacts.				
Note: The maintenance facility alternatives that were included in the East Link environmental analysis were facilities of 10 to 14 acres that would provide storage and maintenance for 40 to 50 vehicles. Sound Transit's 2012 proposal for a 20 to 25 acre OMSF that would store and maintain 80 to 96 vehicles was unforeseen in any proposal or analysis of Sound Transit's East Link project. This is not the facility considered and analyzed with East Link, and the impacts to Bellevue and the region are not the impacts that were considered and analyzed cumulatively with East Link.				
City of Bellevue				
Cumulative East Link Analysis				
Draft EIS Section	Section No.	Page No.	Exhibit/Table No.	Comment
Purpose	S-2			Comparing the two summaries of maintenance and storage needs in the OMSF DEIS and the East Link Project Final EIS (p. 2-39, Chapter 2.3.3 Maintenance Facility Alternatives, East Link Project Final EIS, July 2011) indicates, at best, an evolving understanding by Sound Transit of their storage and maintenance needs for the build out of ST2, even though they had been studying the build out of the system for over a few years by the time the East Link FEIS was published.
Alternatives Analysis		4-5		One of the arguments (i.e. advantages) for the east side sites stated in the DEIS (p. 4.5) is that with a Lynnwood facility tunnel restrictions would force more trains to the Forest Street OMF because, "For example, wheel defects would cause vibration and could not be moved through the tunnel underneath the UW campus." {OMSF DEIS, p. 4.5} Would that also mean a train that had wheel defects discovered north of the tunnel would be stranded because it could not travel through the tunnel to either the OMF or the OMSF? This also begs the question about how much and what level of maintenance would be performed at the OMSF, again the scope of the OMSF appears to have "evolved" since the East Link Project FEIS.

L2-61

L2-62

Purpose				The primary needs for the OMSF that appears to be driving both the location and size of the facility are storage and deployment of 80 to 90 LRVs. In the East Link Project FEIS there is mention of storage and turnback track in the former BNSF right-of-way purchased by Sound Transit and a part of or next to two of the alternative sites being considered for the OMSF. One of the options not studied in the OMSF DEIS that would address these primary needs and minimize the size and impacts of the OMSF is distribution of LRV storage to a few key locations. This would reduce the amount of storage space and property acquisition needed for the OMSF and facilitate deployment throughout the system to avoid the type of “bottleneck” cited in the DEIS that could happen at any of the OMSF sites. This would also reduce the amount of time needed for deployment and potentially increase the capacity of the OMF for storage of vehicles in need of maintenance rather than simply overnight storage. There are obviously logistical and cost implications that would need to be considered, but until there is an analysis of alternative approaches rather than simply alternative sites the trade-offs cannot be fully evaluated or understood.	L2-63
3.1 Transportation	3.1	3.1-6 to 3.1-10	includes Tables 3.1-3, 3.1-4	Transportation analysis for the East Link project did not include the impact of the Bel Red OMSF alternatives. Additional transportation analysis will be required, including impact of proposed Bel Red OMSF on East Link's 3 at grade road crossings.	L2-64
3.1 Transportation	3.1.5.4, 3.1.5.5 and 3.1.5.6			The number of truck trips generated seems very high for scale of project: <b>BNSF:</b> 3 months of ~95 truckloads (190 truck trips) a day or ~12 truckloads (24 truck trips) per hour. <b>BNSF Modified:</b> 5 months of ~140 truckloads (280 truck trips) a day or ~18 truckloads (36 truck trips) per hour. <b>SR 520:</b> 5 months of ~140 truck loads (280 truck trips) per day, and ~18 truckloads (36 truck trips) per hour	L2-65
3.2 Acquisitions, Displacer	3.2.2	3.2-7	Figure 3.2-4	Will the partial acquisition of parcels #'s 2725059061 and 2725059328 allow current uses to continue? If not, the 25 acre OMSF SR 520 alternative takes + the 4.5 acre construction staging takes leaves only one or two small parcels sandwiched between large light rail uses. It makes little difference that these are different projects. ST's full and partial takes of property for the 2 uses would stretch over 30 acres from 130th Ave NE to 136th Place NE.	L2-66

3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.3.2	3.5-8		A major community facility within the study area that is currently undergoing expansion is the Seattle Children's Hospital, whose parcel adjoins the BSNF modified site to the southwest. Noise could potentially impact the performance of this important community facility. Hospitals are typically considered sensitive receptors. Please address noise impacts in that light.	L2-67
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.4.4	3.5-11		Consider a whole host of impacts to residents projected to be in the vicinity during the construction of the facility e.g. current residential construction in the Spring District Phase I. Include noise, vibration, traffic, etc.	L2-68
3.8 Noise and Vibration	3.8.6.3 Operational Noise and Vibration	3.8-22		Consider the intended uses not the existing uses in noise mitigation. The intended uses are identified in governing documents for this proposal	L2-69
3.9 Ecosystem Resources	General			Salmonids do occur in the lower reaches of Goff Creek. Correct discussion to reflect.	L2-70
3.9 Ecosystem Resources	3.9.2.4 Alternative 4—SR 520 (SR 520 Alternative)3.9.4.6 Alternative 4—SR 520 (SR 520 Alternative)	3.9-7		Replacing open stream channel with a pipe is inconsistent with the Bel-Red Subarea Plan strategy of enhancing stream systems as redevelopment occurs - although on this site, the available incentives are less significant than in the "nodes" because of the level of development potential. Exceptional mitigation in downstream stream reaches would be expected if upstream degradation is unavoidable.	L2-71
3.9 Ecosystem Resources	3.9.3.4	3.9-7		Alternative 4 (SR 520 alternative) Removal of downstream barriers to salmonid migration is planned with a funding source. The stream should be considered salmonid habitat, including ESA listed species, near the time of construction/development of the OMSF. Giant Pacific Salamander ( <i>Dicamptodon tenebrosus</i> ) are known to spawn and rear upstream of this site.	L2-72
3.9 Ecosystem Resources	3.9		Fig 3.9-5	To avoid impacts to Goff Creek, DEIS should have analyzed shifting the location of this alternative be shifted to the East.	L2-73
3.9 Ecosystem Resources	3.9.4.6	3.9-23,24		The Bel-Red Landuse recommendations are designed to actively re-open and restore streams. Piping Goff Creek is diametrically opposed to the landuse vision of this area.	L2-74
3.9 Ecosystem Resources	3.9.4.6	3.9-24		Current habitat is isolated and degraded, but there is a vision and funding plan for opening and restoring the stream and connectivity to downstream habitats that currently support chinook, sockeye, coho, and cutthroat trout. This area should be considered potential salmon habitat, including ESA protected Puget Sound Chinook Salmon.	L2-75

Ch.4 Alternatives Analysis	4.1.2	4-7	Table 4-2	Table 4-2, Ecosystem – wetland buffer impacts does not account for the buffer of the wetland immediately north of the BNSF site. The wetland buffer should also include the stream buffer.	L2-76
Appx E.1. Transportation Technical Report	Transportation Technical Report	44, 48, 52		Transit ridership projections appear to be based on existing transit service, rather than on the planned transit service in the area, including East Link. Expect employee transit ridership to be much greater than that assumed.	L2-77
Appx E.2. Noise and Vibration Technical Report	3.4.1.2	3-8		Back up alarms are typically the greatest and most consistent source of irritation from a construction site. Consider requiring broadband alarms.	L2-78
Appx E.2. Noise and Vibration Technical Report	6.6.1	6-11	Table 6-7	Construction Noise is predicted at 50 feet. It would be helpful to see the prediction at the same receivers as Tables 6-4 thru 6-5	L2-79
Appx E.2. Noise and Vibration Technical Report	6.6.1.6	6-12		Construction noise is stated to be noticeable at Seattle Children's Hospital: Bellevue Clinic and Surgery Center and many surrounding businesses during the first two phases. Please quantify.	L2-80
Appx E.2. Noise and Vibration Technical Report	7.4.1, 7.4.2	7-4, 7-5		Clarify whether these mitigation techniques will be implemented.	L2-81
Appx E.3. Ecosystems Technical Report	Environmental Consequences	4-17		Would it be possible to reroute the portion of Goff Creek planned to be piped to maintain and enhance an open stream channel? It appears that the planned use for the area above where Goff Creek would be piped is surface parking. Certainly this use could be reconfigured to allow for an open stream channel to be maintained and enhanced.	L2-82

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)				
Public and Private Investments				
5. Public Investment: comments respond to the DEIS not adequately addressing the significant public investments that have been made in the Bel Red area. This includes City of Bellevue property, and King County's easement on the Eastside Rail Corridor.				
City of Bellevue				
Public Investment				
Draft EIS Section	Section No.	Page No.	Exhibit/Table No.	Comment
3.9 Ecosystem Resources	3.9		Fig. 3.9-3	BNSF alternative - this location impacts the Bel-Red future vision of linked trail network between West Tributary and BNSF - the alternative is located directly on the Park gateway location.
3.16 Utilities	3.16.4	3.16-2	3.16-2	All of the text referring to "...relocating utility poles that support overhead lines; relocating aerial utilities to taller or different types of poles; constructing new distribution lines to provide power to substations..." on these pages should show how the application of Utilities Element UT-39 would apply to such projects. This would include describing the lines in Table 3.16-2 as distribution or transmission, as this categorization influences how UT-39 applies. As well, chapters in the BCC (23-32 and 20.20.650) may have applicability which would influence how the impacts common to all build alternatives are characterized.
3.18 Parklands and Open Space	3.18	3.18-4		The effect of the BNSF alternatives on the future Eastside Rail Corridor (ERC) trail is not fully analyzed. The DEIS acknowledges that a trail easement exists, but it does not provide any analysis of how the trail would interface, and in the case of the BNSF Modified Alternative traverse, and be affected by the presence and design of the OMSF. A trail next to or through a rail yard is typically less appealing to potential trail users due to safety and aesthetic concerns, especially visibility of the trail from adjacent uses which may be significantly reduced by the OMSF due to the security fencing around the facility. There is no discussion about how the facility could be designed to provide for the future trail. {OMSF DEIS, p. 3.18-4}

L2-83

L2-84

L2-85

3.18 Parklands and Open Space	3.18.1	3.18-1		The introduction states that "for the purposes of this analysis, parklands and open spaces resources are defined as including... existing and proposed parks... [and]... existing and planned recreational trails." This is inconsistent with the first sentence of 3.18.3.2, which states that, "there are no parks, recreational areas, trails, open space... located within 0.25 miles of the BNSF Alternative or BNSF Modified Alternative site." If the methodology states that planned facilities are included, then the ERC planned Regional Trail and the Bellevue Spur planned recreational facilities should be included in the Section 4(f) analysis with more than a non sequitor paragraph disclosing that they exist, but with no explanation of why they are not being recognized in the formal 4(f) analysis. Listing the planned facilities as 4(f) resources does not imply a 4(f) use, but it does require the DEIS to explain why there is no use of the resource, if in fact that is the determination.	L2-86
3.18 Parklands and Open Space	3.18.3.2	3.18-4		Bellevue Parks owned property adjacent to the south edge of the project site is identified as a future planned park facility per Bellevue Comprehensive Plan BelRed Subarea Plan Project 207. Evaluate this site for potential 4(f) use.	L2-87
3.18 Parklands and Open Space	3.18.3.2	3.18-4		Delete the following phrase: "This property is currently undeveloped and there are no specific plans or funding development of this property as a park resource." Per DOT 4(f) Policy Paper (2012) guidance, funding availability is inconsequential to the property's status as a significant planned park resource.	L2-88



3.18 Parklands and Open Space	3.18.5.4	3.18-9		DEIS states, "BNSF Alternative and BNSF Modified Alternative would not preclude development of the City of Bellevue-owned parcel for recreational or other use in the future." Comment 1: Why is the DEIS analyzing the Alternative's potential impacts to a property that the DEIS claims is not a Section 4(f) resource? Instead, categorize the property as a Section 4(f) resource and use this analysis in the determination of 4(f) use. Comment 2: City Council Ordinance 5904, approved September 8, 2009, authorized the purchase this parcel. Agenda states: "The Spur, approximately 1.08 acres, is a desirable acquisition to ensure future access to a multi-purpose trail that may be developed within the Burlington Northern rail corridor." Contrary to the DEIS statement, the DEIS alternatives <u>may</u> preclude the ability of this parcel to be used for its intended recreational use. A no impact determination can only be claimed in the DEIS if a future pedestrian trail connection is preserved between the property and the ERC, or at another location acceptable to the City of Bellevue.	L2-89
Ch.4 Alternatives Analysis	4.1.2	4-7	Table 4-2	Table 4-2, Parkland – additional line should be added to address impacts on long-term and planned park projects.	L2-90
Ch.4 Alternatives Analysis				Current programs at the Public Safety Training Facility include regional training for police and fire personnel, including: Recruit firefighter training; Live fire training/ shooting range; Motorcycle training; SWAT training; Special operations training (confined space, structural collapse, high-angle rescue, trench rescue); Fire suppression with fire hose and ladders; Helipad; Forcible entry training; Ventilation roof props; Vehicle extrication; Regional hazardous materials training; Driver/Operator/ Aerial Operator/ Tiller Operator training; Pump operations; High-rise training; Search & Rescue; K9 kennel operations including K9 office, kennel for temporary K9 kenneling, bathing and hygiene facility; and a host of classroom training including: Emergency Medical Technician (EMT), Incident Command, NIMS, Post Incident Analysis, Incident Safety, Trauma Training, etc. The Public Safety Training Facility is a potential acquisition under the BNSF Modified Alternative.	L2-91

Appx D. Section 4(f)/6(f) Evaluation		D-5 to 10		DEIS should list City of Bellevue's railroad spur south of the BNSF alternatives as a Section 4(f) property. It's future as a trailhead for the ERC trail is well documented in our Comp Plan (BelRed Subarea Plan on the Parks System Projects map and project list). There may not be a 4(f) use if there remains a physical connection between our property and the trail/rail envelope after the project is complete, but it should at least be documented and not completely silent.	L2-92
Appx D. Section 4(f)/6 Introduction		D-1		This evaluation is incomplete without any disclosure or analysis of publicly owned properties planned for park and recreation area purposes even though they are not presently functioning as such. Per DOT 4(f) Policy Paper (2012) guidance, these properties are eligible for Section 4(f) analysis of potential use. These properties should be added to Table D-1 and analyzed as such.	L2-93
Appx E.1. Transportation Technical Report		45, 49, 53		Non-motorized section should include a discussion of the planned Eastside Rail Corridor trail, the existing SR 520 Trail and all planned improvements consistent with the Bel-Red Subarea Plan and the Pedestrian and Bicycle Transportation Plan. Bicycle trips for commuting purposes should also be considered since the facility will be well served by bicycle infrastructure.	L2-94
Appx G. Conceptual Plans			Fig. S-4a	BNSF Modified Alternative straddles the Eastside Rail Corridor and adds 4 at-grade road crossings and 2 at-grade LRT track crossings of the trail. These intersections represent potential conflicts between trail users and ST operations. If this alternative is selected, the trail should be routed around the OMSF to the west for a length of approximately 2,000'.	L2-95
Appx G. Conceptual Plans			Fig. S-2e	Lynnwood Alternative would build 3 storage tracks and access road in the Eastside Rail Corridor requiring up to 75' of corridor width, for a length of 1,500'. This could reduce the width available for other trail and utility uses to 25'. This could potentially accommodate a trail, depending on topography, but no other uses.	L2-96
Appx G. Conceptual Plans			Fig. S-3a	BNSF Alternative, 2 tracks and 1/2 the width of an access road would be constructed in the Eastside Rail Corridor. Width used appears to be approximately 45' leaving 55' available for other uses. This accommodates a trail, and may accommodate other uses.	L2-97

Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)					
Technical Comments					
6. Technical Comments: comments on this page identify errors, incomplete information or inconsistencies.					
City of Bellevue					
Technical Comments					
Draft EIS Section	Section No.	Page No.	Exhibit/Table No.	Comment	
Ch.2 Alternatives	2.2.3	2-5		"The fencing would be selected to aesthetically fit with the OMSF and its surrounding environment...", note that fence design must be consistent with adopted Bel Red Design Guidelines.	L2-98
Ch.2 Alternatives	2.9	2-31	Table 2-3	Why is the employee need for Lynnwood + BNSF storage higher than Bel Red Alternatives? Table 2-3 shows no reduction in the employees needed for Lynnwood, although smaller number of trains are cleaned (28 additional employees including 15 additional maintenance employees).	L2-99
Ch.3 Introduction (Affected Env and Env Consequences)		3-3 to 3-7	Table 3-1	Add to Foreseeable Future Actions list the <b>Eastside Rail Corridor Regional Advisory Council Report</b> , found at: <a href="http://www.kingcounty.gov/operations/erc-advisory-council.aspx">http://www.kingcounty.gov/operations/erc-advisory-council.aspx</a>	L2-100
3.3 Land Use	3.3.5	3.3-18		Section Heading is "Urban Land Institute Analysis" but half of section describes market analysis and building podium studies by Kidder Matthews, not the Urban Land Institute. Section does not include the ULI Panel's recommended strategies for the four alternatives. All ULI materials should be added to EIS record.	L2-101
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.2 Affected Environment		Figure 3.5-2, 3, 4	Neighborhood names on maps are not consistent with Bellevue's neighborhoods or Subareas. Please request GIS layers for 'neighborhood areas' and 'neighborhoods' from City of Bellevue GIS to be able to correctly identify which neighborhoods would be impacted. e.g. Bel Red is labeled "Overlake Bellevue". The Overlake neighborhood is in Redmond, not Bellevue.	L2-102

3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.2	3.5-1		<p>"While the BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative have study areas with minority populations above 50%, much of the population in these study areas are located along the edges of the alternative sites where development is more oriented toward residential land uses and less toward commercial and industrial land uses. Accordingly, the environmental justice populations in the (Bel Red) Alternative sites are distant enough from these sites that no impacts would occur." While this statement is true of existing population within the BNSF study area, capacity for residential development exists in close proximity to the BNSF site, and the proportion of future minority populations within the BNSF study area.</p> <p>Impacts to future minority populations living within the study area should be analyzed.</p> <p>Capacity for residential development is twice as great within the 130th node, and though the SR 520 site is located outside of the station node, the node falls completely within the SR 520 study area, and therefore impacts to future populations, including minorities should be analyzed.</p> <p>For both study areas it is more difficult to predict the proportion of low-income residents that will be residing in the study areas in the future. Zoning regulations for development within the Bel-Red area incentivise development of affordable housing and as part of the Growing Transit Communities work equity goals have been promoted. Predicting the number or proportion of low income residents living within the study area in the future is less viable.</p>
3.5 Social Impacts, Community Facilities, and Neighborhoods	3.5.3	3.5-7	3.5-1	<p>2010 Census population figures for blocks within 0.5 miles of the BNSF and SR 520 sites are high by a factor of at least three. In addition, the large majority of population within many blocks intersecting the study areas is located outside of the study areas. Perhaps these figures represent population counts for Census tracts intersecting the study area instead of Census blocks, as labeled in the table. Additional columns of projected population and employment within the study area in 2020 and 2030 should be added to the table.</p>

L2-103

L2-104

3.6 Visual and Aesthetic Resources	3.6.3.3	3.6-9		Narrative says views of SR 520 alternative from the north are blocked by vegetation and landforms. Actual view blockage may depend on location. Adding a Key Observation Point (KOP) with simulation is needed to address neighborhood concerns about the view.	L2-105
3.6 Visual and Aesthetic Resources	3.6		Fig 3.6-3	Add KOP with simulation north of SR 520 looking south (see comment above)	L2-106
3.6 Visual and Aesthetic Resources	3.6.3	3.6-6		Analysis should include views from taller buildings planned for the east side of 120th Avenue NE of the BNSF OMSF options. And also views from the redevelopment area on the west side of 120th Avenue as part of the BNSF Modified Alternative.	L2-107
3.6 Visual and Aesthetic Resources	3.6.4.4	3.6-13		Statements about chain-link fencing need more explanation about what will happen per city's code.	L2-108
3.6 Visual and Aesthetic Resources	3.6.4.5	3.6-13		Statements about chain-link fencing need more explanation about what will happen per city's code.	L2-109
3.9 Ecosystem Resources	3.9		Figure 3.9-4	Figure 3.9-4 showing wetlands and buffers appear to show an incorrect buffer for the E2-4 wetland immediately north of the BNSF alternative sites. This corresponds to the incorrect summary of wetland buffer impacts listed in Table 4-2. Also, these figures should include the stream buffer.	L2-110
Ch.4 Alternatives Analysis	4.1.2.2	4-9		Top of page: "The OMSF configuration would better accommodate future mixed-use development, consistent with land use plans nearest to the light rail station." Was this supposed to read "The BNSF Modified configuration..."?	L2-111
Appx F.1 Two-Site OMSF Option		3		"The future OMSF will need to accommodate a minimum of 76 vehicles (180 fleet - current 62 car fleet = 76 vehicles)" That should be 180 fleet requirement - 104 OMF capacity = 76 vehicle capacity needed at OMSF.	L2-112
Appendix F.3 Visual Simulations				Analysis should include oblique sketches (bird's eye view) done for the OMSF options that show in three dimensions the facility and adjacent land use context. Consider including future uses as well (those in adopted master plans).	L2-113
Appendix F.3 Visual Simulations		F.3-3	Key Map 3	Why was KOP "A" taken from so far away?	L2-114
Appendix G Conceptual Plans			Figures 3, 5, 7	Children's Hospital building footprints missing from conceptual plans. Good to have for context.	L2-115

## Responses to Letter L2, City of Bellevue, Planning and Community Development

### Response to Comment L2-1

Sound Transit is the State Environmental Policy Act (SEPA) lead agency for the OMSF project. If an OMSF alternative is identified as the alternative to be built in Bellevue, Sound Transit will work with the City of Bellevue to meet its permitting requirements. No additional environmental review should be required.

### Response to Comment L2-2

Please see responses to Common Comments 10 through 13 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment L2-3

Please see the response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. The Preferred Alternative has been designed to include many of these suggestions.

### Response to Comment L2-4

Chapter 3, Section 3.3, *Land Use*, of the Final EIS, discusses both existing land uses and current zoning. It also describes potential changes in land use that could occur as a result of the proposed project and evaluates the consistency of the proposed project with local and regional planning policies. A discussion of opportunity cost, based on the development scenarios identified during the stakeholder process described in Chapter 2, *Alternatives Considered*, of the Final EIS, has been included in Chapter 3, Section 3.3, *Land Use* (Section 3.3.5), of the Final EIS. Please also see responses to Common Comments 12, 23, and 24 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment L2-5

Indirect and cumulative impacts that could occur in correlation with the East Link and Lynnwood Link Extension projects are discussed in the *Indirect and Cumulative Impacts* sections for each environmental resource in Chapter 3, *Affected Environment and Environmental Consequences*, of the Final EIS.

### Response to Comment L2-6

Chapter 2, *Alternatives Considered*, of the Final EIS, states that the Eastside Rail Corridor is “railbanked,” which preserves the corridor for reactivation of freight service and allows for interim trail use. As described in Appendix D, the Eastside Rail Corridor is formally reserved for a future transportation use and therefore does not qualify as a Section 4(f) resource. The plan for a future regional trail in the Eastside Rail Corridor is acknowledged in Chapter 3, Section 3.18, *Parks and Open Space* (Section 3.18.3.1), of the Final EIS. King County, as the official interim trail sponsor, has initiated the trail master planning process. However, because the regional trail has not been designed or approved and funding has not been secured, it is not included as a reasonably foreseeable future action. The design of both the Preferred Alternative and the BNSF Modified Alternative acknowledges the railbanked status of the corridor by allowing sufficient width and

height clearances to accommodate a future trail and future freight or passenger rail use along the corridor.

The *Bellevue Parks & Open Space System Plan* (City of Bellevue 2010) notes that Bel-Red and BNSF Greenway Trails projects (OST-5 and OST-7) are recommended capital projects and associated with the Eastside Rail Corridor and the NE 15th/16th Street corridors. Specific locations for connections to the Eastside Rail Corridor are not identified in the plan. Because locations are not identified, impacts related to connections cannot be analyzed. Similarly, the “T2” Trail Head project (Project 207) is listed in the *Bel-Red Subarea Plan*. This project is characterized as a trailhead and minipark at the 15th/16th Street Parkway and Eastside Rail Corridor crossing, but the specific location and design for connecting these two grade-separated, multi-purpose trails has not been defined. The Preferred Alternative and the BNSF Modified Alternative would not preclude development of a connection to the Eastside Rail Corridor in the vicinity of the sites. As described in Chapter 2, *Alternatives Considered*, of the Final EIS, the project description for the Preferred Alternative has been updated. This alternative would include development of an interim crushed-gravel trail in the Eastside Rail Corridor in the vicinity of the OMSF, a similarly designed trail connection on the north side of the OMSF between the Eastside Rail Corridor and 120th Avenue NE, and a multi-purpose path along 120th Avenue NE to provide non-motorized connectivity between the Eastside Rail Corridor and the East Link 120th Avenue Station area. Further, as described in Chapter 3, Section 3.0, *Affected Environment and Environmental Consequences* (Section 3.0.1), of the Final EIS and shown in Figures 3-1 and 3-2, the Preferred Alternative design has been modified to accommodate potential TOD around and partially over the south and east sides of the OMSF. The conceptual development scenario depicted in this section of the Final EIS could include a non-motorized trail connection between the Eastside Rail Corridor and the East Link 120<sup>th</sup> Avenue Station area on the south side of the OMSF; this would be integrated with the roadway network that would serve the development parcels. This potential trail connection would be built by others as part of a larger development. These modifications to the project have been included in the analysis presented in Chapter 3, Section 3.18, *Parks and Open Space*, of the Final EIS as well.

### **Response to Comment L2-7**

Comment noted. Please see responses to Comments L2-8 through L2-115.

### **Response to Comment L2-8**

Since the Draft EIS, the Preferred Alternative has been designed to address and resolve this area of controversy, as described in Chapter 2, *Alternatives Considered*, of the Final EIS. Please also see the response to Common Comment 13 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-9**

The Transportation Goal is appropriate as stated in the Final EIS. No change has been made.

### **Response to Comment L2-10**

The Final EIS has been revised to include Resolution No. R2012-24, Sound Transit’s TOD policy, in Chapter 3, Section 3.3, *Land Use* (Section 3.3.1). Please see response to Common Comment 13 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-11**

Although specific research that documents the correlation between TOD around a light rail station and the location of an OMSF has not been identified, Chapter 3, Section 3.3, *Land Use* (Section 3.3.4.2), provides information regarding areas where some U.S. municipalities have located maintenance facilities in existing urban areas in the vicinity of stations. The section discusses a Boston Massachusetts Bay Transportation Authority line, which has an end-of-line station adjacent to a light rail maintenance facility; a Minneapolis Transit maintenance facility, which has two platform stations, one to the north and one to the south of the facility, both within a 0.25-mile radius of the maintenance facility; and the characteristics of the Los Angeles Metro Santa Fe Yard, which has one station within a 0.25-mile radius and another station within a 0.50-mile radius.

### **Response to Comment L2-12**

Chapter 3, Section 3.3, *Land Use*, and Section 3.5 *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS states that the OMSF would be consistent with existing surrounding uses, and operation of the OMSF would have little impact on existing neighborhood quality and character. Section 3.3 also states that the OMSF is generally not consistent with the Bel-Red zoning designations. The proposed project would incorporate context-sensitive design considerations in accordance with local comprehensive plans, overlay zones, and development standards, such as building setbacks, heights and massing, landscaping, façade treatment, and urban design character.

### **Response to Comment L2-13**

Mitigation measures, best management practices (BMPs), project commitments, and design features would be incorporated to the SR 520 Alternative, as stated in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS. As described in Chapter 2, *Alternatives Considered*, of the Final EIS, one concept identified by the Urban Land Institute Advisory Services Panel included extending the footprint of the OMSF eastward to create additional space along 130th Avenue NE for daylighting Goff Creek and creating a “gateway” to the Bel-Red subarea. If this SR 520 Alternative is identified by the Sound Transit Board, these concepts would be explored further during final design.

### **Response to Comment L2-14**

Measures to help activate streetfront development on 120th Avenue NE have been incorporated into the design of the Preferred Alternative. This includes providing more space along street frontages, which would allow for redevelopment and/or site screening of the OMSF through preservation of existing vegetation or creation of landscaped area.

### **Response to Comment L2-15**

Please see response to Comment L2-8.

### **Response to Comment L2-16**

Please see response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



### Response to Comment L2-17

The capital cost of developing the proposed project does not include potential monies from sales of surplus lands. The value of surplus land is not known because it would be dependent on market conditions at the time of disposition.

### Response to Comment L2-18

Please see the response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment L2-19

The Summary of the Final EIS, under the heading *Comparison of Alternatives*, states that there is insufficient land area available to expand the Forest Street OMF without vacating or closing 6th Avenue S and/or Airport Way, which provides for freight mobility in the SODO industrial area. Chapter 3, Section 3.1, *Transportation* (Section 3.1.1), of the Final EIS describes system-wide light rail transit operations, which include two operating lines. Without expansion, the Forest Street OMF will serve primarily the fleet operating on the north–south (Lynnwood to Kent/Des Moines) operating line. The OMSF (whether located in Lynnwood or Bellevue) will serve primarily the fleet operating on the north–east (Lynnwood to Overlake Transit Center) operating line.

Appendix F.1, *Additional Detail on the Two-Site OMSF Option*, of the Final EIS evaluates the feasibility of constructing and operating two smaller OMSF sites to support ST2 light rail fleet requirements. The analysis and findings discussed in this document confirm the assessment made during the EIS scoping process (i.e., that a two-site OMSF option should not be analyzed further). Chapter 2, *Alternatives Considered* (Section 2.3.1), of the Final EIS documents the conclusions regarding why the two-site option was not pursued.

### Response to Comment L2-20

Please see response to Comment L2-19.

### Response to Comment L2-21

Sound Transit has assessed opportunities for overbuilding at the OMSF to allow for TOD through the stakeholder review process described in Chapter 2, *Alternatives Considered* (Section 2.4), of the Final EIS and ongoing coordination with the City of Bellevue. The Preferred Alternative has been designed to facilitate future development adjacent to and over portions of the OMSF, as described in Chapter 2, *Alternatives Considered* (Section 2.6.1), and Chapter 3, Section 3.0, *Affected Environment and Environmental Consequences* (Section 3.0.1), of the Final EIS.

The financial feasibility of constructing new development above or adjacent to the OMSF is a function of the cost of the development opportunity compared with alternatives available in the market place. The *OMSF BNSF Overbuild Market Assessment* (Kidder Mathews 2014) examined the cost to acquire development sites in the area and compared that with the cost of development over the OMSF (i.e., overbuilding by way of construction of a podium over portions of the OMSF). The analysis concluded that, in the foreseeable future, development over the OMSF is not likely because of the relatively lower land cost for adjacent properties.

**Response to Comment L2-22**

As described in Chapter 2, *Alternatives Considered* (Section 2.3.1) of the Final EIS, following the Sound Transit Board's direction to consider creative options, the feasibility of constructing and operating two smaller OMSFs to support ST2 light rail fleet requirements was studied. Information regarding this evaluation is included in Appendix F.1, *Additional Detail on the Two-Site OMSF Option*. Please also see response to Comment L2-19.

**Response to Comment L2-23**

Please see response to Comment L2-22.

**Response to Comment L2-24**

Comment noted. Sound Transit evaluated ways to reduce the OMSF footprint, as recommended in the Urban Land Institute report and through the stakeholder process described in Chapter 2, *Alternatives Considered*, of the Final EIS. The footprint of the Preferred Alternative has been reduced from 23 acres to 21 acres, leaving approximately 6 acres available for redevelopment. Please see response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment L2-25**

Chapter 2, *Alternatives Considered* (Section 2.3.1), of the Final EIS describes the storage capacity requirements of the OMSF. It states the OMSF would need to provide service and inspections for approximately half the ST2 fleet (about 90 vehicles), with sufficient fleet capacity to allow expansion of the light rail system beyond ST2 in the corridor where it is located. To accommodate 90 cars, 12 rows of storage tracks would be needed.

**Response to Comment L2-26**

As discussed in Chapter 2, *Alternatives Considered* (Section 2.3.1), of the Final EIS, the dimensions and configuration of a typical light rail operations and maintenance facility are driven primarily by the amount of space required for a runaround track. The amount of acreage required is driven by the size of the maintenance building and the number of storage tracks needed to accommodate the fleet. The total site requirement of 20 to 25 acres of usable lands resulted from an analysis of programming requirements and several similar light rail maintenance facilities. The summary of space needs is inclusive of totals for office, support, shop, repair position, and storage areas. Please see response to Comments L2-19 and L2-25.

### **Response to Comment L2-27**

Following the release of the Draft EIS, King County Metro and Sound Transit participated in the stakeholder meetings held in September and October 2014. Light rail and bus maintenance facilities have different functions and space needs. Co-locating light rail train and bus storage and maintenance would not reduce the amount of space needed for the facilities because bus storage, circulation, maintenance, and fueling functions would need to be kept separate from light rail train storage, maintenance, and circulation. Co-locating administrative office functions and/or employee parking for both facilities would not substantially reduce the overall amount of space needed for maintenance and storage of each fleet.

### **Response to Comment L2-28**

Please see response to Comments L2-19 and L2-22.

### **Response to Comment L2-29**

Please see response to Comments L2-19 and L2-22.

### **Response to Comment L2-30**

The ability to accommodate 12 rows is important for future fleet and associated service requirements (see Chapter 2, *Alternatives Considered* [Section 2.2.1], of the Final EIS). As design efforts progressed, Sound Transit has reduced the footprint of the Preferred Alternative from 23 acres to 21 acres (see Chapter 2, *Alternatives Considered* [Section 2.6.1], of the Final EIS). Sound Transit will continue efforts to reduce environmental impacts as design of the OMSF advances. Please see response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-31**

Please see response to Comment L2-17.

### **Response to Comment L2-32**

Please see response to Comment L2-19.

### **Response to Comment L2-33**

Please see response to Comment L2-25.

### **Response to Comment L2-34**

Please see responses to Common Comments 8 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-35**

Please see the response to Common Comment 7 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-36**

As described in Chapter 3, Section 3.4, *Economics* (Section 3.4.4), the estimated number of employees displaced is based on Puget Sound Regional Council employment data and square-foot-per-employee estimates, as well as the current use for each displaced building. Please also see responses to Common Comments 7 and 12 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-37**

Reasonably foreseeable future actions, such as the Spring District development near the Preferred Alternative and BNSF Modified Alternative, were considered in the impact analysis. Please see the response to Common Comment 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment L2-11.

### **Response to Comment L2-38**

The development potential in Chapter 3, Section 3.3, *Land Use* (Table 3.3-3), in the Final EIS was based on the amount of surplus land, local jurisdictions' zoning regulations, and present-day market conditions for the BNSF Modified, SR 520, and Lynnwood Alternatives. The estimate for the Preferred Alternative has been updated to reflect potential development, based on the amount of land available and the City of Bellevue's zoning regulations. The estimate for development potential for the Preferred Alternative does not reflect present-day market conditions. The assumptions made are described in the table footnotes and in Chapter 3, Section 3.3, *Land Use* (Section 3.3.5).

### **Response to Comment L2-39**

Please see the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-40**

Please see the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-41**

The statement in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS compares the SR 520 Alternative site to the Bridle Trails neighborhood to the north, which has strong, cohesive residential neighborhood character. As stated in the section, there are no residential uses at the SR 520 Alternative site.

### **Response to Comment L2-41**

The statement in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS has been revised to compare the land uses on the SR 520 Alternative site to the land uses in the Bridle Trails neighborhood north of SR 520, which has strong, cohesive residential neighborhood character. As stated in the section, there are no residential uses on the SR 520 Alternative site or in the surrounding areas. The description of the SR 520 site goes on to acknowledge the businesses and community facilities located within and surrounding the SR 520 site. Impacts on these businesses and facilities are acknowledged and described in Chapter 3,

Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods* (Section 3.5.4.4), of the Final EIS.

### **Response to Comment L2-43**

As discussed in Chapter 3, Section 3.1, *Transportation*, of the Final EIS, the assessment of traffic impacts was based on a comparison of the proposed number of OMSF trips with the trip generation estimates for the current land uses at each alternative site. For the Preferred Alternative and BNSF Modified Alternative, the former International Paper Facility was assumed to be operational, not vacant, for purposes of the trip generation estimates for existing uses.

### **Response to Comment L2-44**

The discussion of construction impacts at the build alternative sites considered existing residents and neighborhoods. Construction impacts on any future residential uses would be similar to those impacts.

### **Response to Comment L2-45**

As shown in Chapter 3, Section 3.3, *Land Use* (Table 3.3.1), of the Final EIS, approximately 4 acres of the 21-acre Preferred Alternative footprint is within a 0.25-mile radius of the 120th Avenue Station; it would occupy approximately 4% of the land within 0.25 mile of the 120th Avenue Station area node. The site layout for the Preferred Alternative has been refined to maximize TOD potential. Please see the responses to Common Comments 11 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-46**

Chapter 3, Section 3.6, *Visual and Aesthetic Resources* (Section 3.6.5), of this Final EIS considers potential cumulative visual impacts of the proposed project on reasonably foreseeable projects, such as the Spring District. Chapter 3, Sections 3.2, *Acquisitions, Displacements, and Relocations*; 3.3, *Land Use*; and 3.8, *Noise and Vibration*, of the Final EIS consider the potential cumulative impacts of developing the OMSF with the reasonably foreseeable projects, such as the Spring District. As of April 2015, the City of Bellevue has not approved the Pine Forest Master Plan; therefore, it is not included as a reasonably foreseeable future action.

### **Response to Comment L2-47**

Please see response to Comment L2-46.

### **Response to Comment L2-48**

Chapter 3, Section 3.6, *Visual and Aesthetic Resources* (Section 3.6.3.1), of the Final EIS has been updated to list the auto dealership located south of the Preferred Alternative and BNSF Modified Alternative sites; inclusion of the auto dealership in the landscape unit description does not change the results of the analysis because the auto dealership does not represent a key view or sensitive viewer.

### **Response to Comment L2-49**

Please see response to Comment L2-46.

**Response to Comment L2-50**

Please see response to Comment L2-46.

**Response to Comment L2-51**

Chapter 3, Section 3.3, *Land Use* (Table 3.3-1), of the Final EIS provides details regarding the amount of land within a 0.25-mile radius of the Preferred Alternative and BNSF Modified Alternative sites, both of which would absorb approximately 4% of the total land within the 0.25-mile watershed of the 120th Avenue Station.

The proposed project would incorporate context-sensitive design considerations, which would vary according to the local comprehensive plans, overlay zones, and development standards that govern items such as, but not limited to, building setbacks, heights and massing, landscaping, façade treatment, and urban design character.

**Response to Comment L2-52**

Please see responses to Comments L2-46 and L2-51.

**Response to Comment L2-53**

Please see responses to Comments L2-46 and L2-51.

**Response to Comment L2-54**

The Spring District Master Plan has been added to Chapter 3, Section 3.3, *Land Use* (Section 3.3.1), of the Final EIS as one of the City of Bellevue documents that govern land use in the study area.

**Response to Comment L2-55**

Reasonably foreseeable future actions, which are defined in Chapter 3, *Affected Environment and Environmental Consequences* (Section 3.0.2), of the Final EIS, are assessed in the cumulative impact section for each environmental resource included in Chapter 3. As of April 2015, the status of the Pine Forest Master Plan application is reported by the City of Bellevue as being in review. Because the master plan has not been approved, it is not included as a reasonably foreseeable future action.

**Response to Comment L2-56**

Chapter 3, Section 3.3, *Land Use*, of the Final EIS, acknowledges permit approval. It also documents that construction of the Spring District Master Plan development began in 2013 and is expected to end by 2028. Chapter 3, Section 3.3, *Land Use* (Table 3-1), of the Final EIS has been updated to provide further details regarding the scheduling of Phase 2 and Phase 3 activities at the Spring District development.

### **Response to Comment L2-57**

Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, of the Final EIS analyzes potential impacts on the Spring District in the *Operational Impacts* portion of Section 3.6.4 and in Section 3.6.5, *Indirect and Cumulative Impacts*. Visual impacts on Seattle Children's Hospital: Bellevue Clinic and Surgery Center and the planned expansion of the clinic are also discussed in Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, (Section 3.6.4.3), of the Final EIS. Chapter 4, *Alternatives Analysis* (Section 4.1.2.2), of the Final EIS acknowledges that although the OMSF is consistent and compatible with existing uses, it is not consistent with Bel-Red land use plans and zoning designations.

### **Response to Comment L2-58**

Please see response to Comment L2-57.

### **Response to Comment L2-59**

Please see the responses to Common Comments 8, 11, 12, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-60**

This comment is duplicative with respect to Comment L2-34; please see the response to that comment.

### **Response to Comment L2-61**

Based on the service assumptions at that time, the 2011 *East Link Final EIS* identified the need and potential locations for a second storage and light maintenance facility to serve primarily LRVs on the East Link alignment. The *East Link Final EIS* notes that the location would be determined through future operations analysis and site planning. As described in Chapter 2, *Alternatives Considered* (Section 2.2.1), of the Final EIS, Sound Transit prepared its *Core Light Rail System Plan Review* memorandum in September 2012, which reviewed and evaluated the Core Light Rail System Expansion Operating Plan, focusing on the operations and maintenance facility needs associated with the expansion. This assessment was used to help inform the Sound Transit Board decision regarding where the OMSF alternatives should be located to support ST2 light rail fleet and storage requirements efficiently and cost effectively.

### **Response to Comment L2-62**

The level of maintenance at the OMSF is discussed in Chapter 2, *Alternatives Considered*, of the Final EIS. If the OMSF were located in Bellevue, a train that developed a wheel defect north of the U-Link tunnel would most likely be stored temporarily at the storage track at the Northgate Station. After an assessment of the defect, the vehicle would be moved to the Forest Street OMF in Seattle or the OMSF. This would require operating at a much lower than normal speed to avoid vibration under the University of Washington campus and could require recovering the vehicle after normal operating hours.

### **Response to Comment L2-63**

Sound Transit has explored alternative systems and sites for performing operations and maintenance for the expanded light rail system. Storage and deployment are not the only system needs for the expanded ST2 fleet. Fleet maintenance capacity and function cannot be efficiently and

cost effectively developed at “a few key locations.” As described in Chapter 2, *Alternatives Considered* (Section 2.3.1), and Appendix F.1, *Additional Detail on the Two-Site OMSF Option*, of the Final EIS, the feasibility of constructing and operating two smaller OMSFs to support ST2 light rail fleet requirements was evaluated and considered. Please see responses to Comments L2-22 and L2-25.

### **Response to Comment L2-64**

Chapter 3, Section 3.1, *Transportation*, and Appendix E.1, *Transportation Technical Report*, of the Final EIS evaluate the potential transportation impacts of three OMSF alternative sites in Bellevue. None of the build alternatives would construct any new at-grade crossings. Lead-track configurations for all of the build alternatives would allow LRVs to enter and exit the OMSF along an exclusive right-of-way. As described in Section 3.1.5.2, locating an OMSF in Bellevue will not increase the number or frequency of trains operating on the East Link alignment.

### **Response to Comment L2-65**

The assumptions for potential truck trips associated with demolition and earthwork are presented in Appendix E.1, *Transportation Technical Report*, of the Final EIS. The number of truck trips was based on anticipated worst-case cut-and-fill volumes. It is possible that the actual volume of materials transported would be less, larger trucks would be used, or two-way hauling would be used to reduce the number of truck trips.

### **Response to Comment L2-66**

The northern portions of parcels 2725059061 and 2725059328, adjacent to SR 520, would be acquired for the SR 520 Alternative. It is anticipated that the proposed project would not displace the existing uses on these parcels. Chapter 3, Section 3.3, *Land Use* (Section 3.3.6.2), of the Final EIS describes the cumulative effects on land use and property acquisition with implementation of the proposed project in conjunction with the East Link project and other planned projects.

### **Response to Comment L2-67**

Following publication of the Draft EIS, further analysis of noise impacts from the Preferred Alternative on the Seattle Children’s Hospital: Bellevue Clinic and Surgery Center planned expansion was performed; the analysis concluded that there would be no noise impacts under either the FTA or City of Bellevue Noise Control Ordinance criteria (see Appendix E.2, *Noise and Vibration Technical Report* (Section 6.2.1), *Noise Impacts*, of the *Final EIS*). Please refer to response to Common Comment 25 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding concerns about noise impacts on the Seattle Children’s Hospital: Bellevue Clinic and Surgery Center.

### **Response to Comment L2-68**

Please refer to the response to Common Comments 11, 23, 24 and Comment L2-46.

### **Response to Comment L2-69**

Please refer to response to Common Comment 24 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



### **Response to Comment L2-70**

Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.3.3), of the Final EIS states that salmonids occur in the lower reaches of Goff Creek downstream of the site, below a blocking culvert under Bel-Red Road, and about 0.4 mile downstream of the aquatic resources study area. Only cutthroat are known to occur upstream of this culvert.

### **Response to Comment L2-71**

Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.6.2), of the Final EIS notes that mitigation for the SR 520 Alternative could also include potential daylighting of Goff Creek, consistent with any potential replacement of the Washington State Department of Transportation (WSDOT) culvert under SR 520. Please refer to response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-72**

Chapter 3, Section 3.9, *Ecosystems*, and Appendix E.3, *Ecosystems Technical Report* (Sections 3.2, 4.1, and 5.3), of the Final EIS have been updated to clarify the extent and condition of existing salmonid habitat. For the purpose of the Final EIS, historically accessible streams in proximity to the Preferred Alternative and SR 520 Alternative sites are considered potential salmonid habitat because the City of Bellevue has prioritized the removal of human-made passage barriers in conjunction with future redevelopment of the Bel-Red subarea. The presence of resident and migratory salmonids in the Kelsey Creek drainage (including Goff Creek) up to Bel-Red Road, as well as the potential for Goff Creek to provide habitat should downstream barriers be removed, is described in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.3.3), of the Final EIS.

Habitat conditions in the West Tributary and Goff Creek are generally not considered to be conducive to spawning or rearing by Pacific giant salamander. Single adults of this species have been documented twice in tributaries to Kelsey Creek within the city of Bellevue; however, neither occurrence indicated that a spawning or rearing population exists. Additional information regarding the potential presence of Pacific giant salamander has been added to Appendix E.3, *Ecosystems Technical Report* (Section 3.2.2.2), of the Final EIS.

### **Response to Comment L2-73**

Please see response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-74**

Please see response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-75**

Refer to responses to Comments L2-70 through L2-72 and Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment L2-76**

Appendix E.3, *Ecosystems Technical Report* (Table 4-2), of the Final EIS accounts for impacts on Wetland E2-4's buffer, the wetland immediately north of the Preferred Alternative site. Functional stream buffers have been added to the aquatics subsection in Figures 4.1-1 through 4.1-4, including the buffer of the stream within the wetland (i.e., the West Tributary of Kelsey Creek). Clarifications were made in Appendix E.3, *Ecosystems Technical Report* (Section 2.3.2.4), regarding the determination of functional buffers, and a new section (Section 2.3.2.6) was added to clarify how buffer impacts were determined.

The compacted rail spur and paved driveway do not represent a functional buffer for the southern edge of Wetland E2-4 or for the West Tributary of Kelsey Creek as it flows through Wetland E2-4. The interim trail connection proposed along the compacted rail spur would be located on the existing rail spur prism and would not remove vegetation adjacent to the southern edge of Wetland E2-4. The OMSF under the Preferred Alternative would not alter the developed nature of these areas or result in any intensification of land use in this area adjacent to the stream and wetland.

**Response to Comment L2-77**

Comment noted. The traffic analysis was prepared to reflect potential worst-case conditions with respect to trip generation by employees. If more OMSF employees are able to use Link or other transit modes, the site's traffic generation would be less than presented.

**Response to Comment L2-78**

Potential noise construction-period mitigation measures in the Final EIS have been revised to include the use of broadband backup alarms.

**Response to Comment L2-79**

The standard distance used by acousticians for acoustical measurements involving large equipment in an outdoor environment is 50 feet. This accounts for worst-case combined construction noise levels. The combined activities used for these projections would not normally occur at the same time or location; therefore, distance correction would not provide an accurate depiction of the noise during construction. Sound Transit has a standard set of construction noise mitigation measures, which are included in the *Noise and Vibration Technical Report*. Prior to issuing the construction contracts, Sound Transit would develop a set of criteria for construction noise and vibration, which would be included in the contract specifications.

**Response to Comment L2-80**

Please see response to Comment L2-79.

**Response to Comment L2-81**

Sound Transit has a standard set of construction noise mitigation measures, which are included in the *Noise and Vibration Technical Report*. Prior to issuing the construction contracts, Sound Transit would develop a set of criteria for construction noise and vibration, which would be included in the contract specifications.

### **Response to Comment L2-82**

Please see the response Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-83**

Please see response to Comment L2-6.

### **Response to Comment L2-84**

Chapter 3, Section 3.16, *Utilities* (Table 3.16-2), of the Final EIS designates transmission (T) and distribution (D) lines. Chapter 3, Section 3.16, *Utilities* (Section 3.16.4.2), of the Final EIS states that all build alternatives located within the jurisdiction of the City of Bellevue would comply with the requirements of the City of Bellevue Comprehensive Plan (Volume 1, Utilities Element Policy UT-39) and the Bellevue City Code, Chapter 20.20.650 and Chapter 23.32. The requirements pertain to the construction of new or the relocation and reuse of existing electrical and communication distribution systems.

### **Response to Comment L2-85**

Please see the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-86**

Please see response to Comment L2-6. Appendix D, *Section 4(f) and Section 6(f) Evaluation*, of the Final EIS has been updated to discuss King County's future regional trail in the Eastside Rail Corridor and the parcel owned by Bellevue City Parks adjacent to the south edge of the project site. Appendix D also explains why these parcels are not considered Section 4(f) properties.

### **Response to Comment L2-87**

Please see response to Comments L2-6 and L2-86.

### **Response to Comment L2-88**

Chapter 3, Section 3.18, *Parklands and Open Space*, of the Final EIS is not intended as a Section 4(f) evaluation. This section states that the property in question has not been developed as a park, and there is no near-term plan to develop the site.

### **Response to Comment L2-89**

Please see response to Comment L2-6.

### **Response to Comment L2-90**

No long-term impacts on parks would occur with any alternative; therefore, this is not included in Table 4-2 in Chapter 4, *Alternatives Analysis*. Please see response to Comment L2-6.

### **Response to Comment L2-91**

Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations* (Section 3.2.2.4), of the Final EIS acknowledges that relocation of Public Safety Training Center would be difficult because of the unique operations carried out on the property by the Bellevue Fire Department.

### **Response to Comment L2-92**

Please see response to Comment L2-6.

### **Response to Comment L2-93**

Please see response to Comment L2-6.

### **Response to Comment L2-94**

Appendix E.1, *Transportation Technical Report*, of the Final EIS has been expanded to include information related to the existing SR 520 Trail, the planned Eastside Rail Corridor Trail, and nonmotorized transportation improvement projects described in the *Bel-Red Subarea Plan*, as well as the Pedestrian and Bicycle Transportation Plan. To ensure a conservative estimate of site traffic generation, it was assumed that OMSF employees would commute by vehicle instead of by nonmotorized modes.

### **Response to Comment L2-95**

Two at-grade road crossings that would cross the Eastside Rail Corridor (central to the site) would serve only the facility's internal traffic, including service and security guard vehicles. The low frequency and the speeds at these crossings would not result in delay or a hazard for trail users. The two vehicle/rail crossings at the north and east ends of the site would be on bridge structures and would not affect trail users.

As described in Chapter 2, *Alternatives Considered* (Section 2.6.2), of the Final EIS, the design acknowledges the railbanked status of the Eastside Rail Corridor by allowing sufficient width and vertical clearances to accommodate a future trail and future freight or passenger rail use along the corridor. Please see the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-96**

As stated in Chapter 2, *Alternatives Considered* (Section 2.6.4), of the Final EIS, the design of the BNSF Storage Tracks component of the Lynnwood Alternative acknowledges the railbanked status of the Eastside Rail Corridor by allowing sufficient width to accommodate a future trail or future freight rail use along the corridor. The design also avoids conflicts with existing regional utilities (e.g., King County sewer line) located in the Eastside Rail Corridor.

### **Response to Comment L2-97**

The Preferred Alternative design acknowledges the railbanked status of the Eastside Rail Corridor by allowing sufficient width to accommodate a future trail and future freight or passenger rail use along the corridor. The Eastside Rail Corridor is 100 feet wide. The Preferred Alternative requires 42 feet for two lead tracks and a clear zone to the safety fencing. Fifty-eight feet of the corridor would remain available for trail and/or freight reactivation. The design also avoids conflicts with

existing regional utilities (e.g., King County sewer line) located in the Eastside Rail Corridor. The sewer line is located on the west side of the Eastside Rail Corridor.

### **Response to Comment L2-98**

Chapter 2, *Alternatives Considered* (Section 2.2.2.1), of the Final EIS has been updated to state that the fencing for the OMSF would be consistent with the code requirements of each local jurisdiction. The OMSF would be secured by perimeter fencing. The design of fencing at the Preferred Alternative site would be coordinated with the City of Bellevue to ensure compatibility with Bellevue City Code, including applicable provisions of the *Bel-Red Subarea Design Guidelines*.

### **Response to Comment L2-99**

Chapter 2, *Alternatives Considered* (Table 2-6), of the Final EIS shows the total number of employees for each build alternative. Fewer employees would be required at the Lynnwood Alternative site compared with the number that would be required at the sites for the other build alternatives (205 versus 230); however, an additional 53 employees would be required to staff the BNSF Storage Tracks component of the Lynnwood Alternative. As documented in Chapter 2, *Alternatives Considered* (Section 2.10), of the Final EIS, the Lynnwood Alternative would require off-site storage tracks in Bellevue, thereby duplicating some functions, such as LRV cleaning and operator reporting. Because of this, the Lynnwood Alternative would require more operations and a larger maintenance staff compared with the Preferred Alternative, BNSF Modified Alternative, or the SR 520 Alternative.

### **Response to Comment L2-100**

Chapter 3, Section 3.0, *Affected Environment and Environmental Consequences* (Section 3.0.2), of the Final EIS has been updated to address the Eastside Rail Corridor and acknowledges that King County has initiated the regional trail master planning process. Please also see response to Comment L2-6.

### **Response to Comment L2-101**

Please see response to Common Comment 14 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-102**

Neighborhood names have been updated in the Final EIS.

### **Response to Comment L2-103**

Please see the response to Common Comment 19 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L2-104**

Population numbers have been corrected in the Final EIS. Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS focuses on existing populations; accordingly, population and employment projections are not included in Table 3.5-1 of the Final EIS. A discussion of future development, particularly in the Bel-Red subarea, as it pertains to social impacts and communities is provided in Section 3.5.5 of the Final EIS.

### **Response to Comment L2-105**

Key Map F.3-3 in Appendix F.3 of the Final EIS illustrates there are two key observation points (KOPs) north of the SR 520 Alternative site. These were included in the visual analysis to determine if the OMSF would have visual impacts on the Bridle Trails neighborhood and provide representative photos of a typical view for a resident of Bridle Trails. Although a specific view would depend on the location and surrounding vegetation, these are representative of views from publicly accessed areas within the neighborhood.

### **Response to Comment L2-106**

Please see response to Comment L2-105.

### **Response to Comment L2-107**

The light rail tracks and elements of the OMSF's main operations building would be visible to some viewers at redeveloped properties east of the Preferred Alternative, immediately west of the BNSF Modified Alternative, and at some of the buildings in the Spring District. This is described in Chapter 3, Section 3.6, *Visual and Aesthetic Resources* (Section 3.6.5), of the Final EIS. For the Preferred Alternative, future TOD scenarios (i.e., Phase 1 and Phase 2) on surplus and adjacent lands would be implemented in accordance with the applicable City of Bellevue land use and zoning codes that govern height and massing. The maximum allowable height for buildings in the vicinity of the OMSF site is 120 feet, which is much taller than the OMSF (i.e., the building and poles). Potential future intervening buildings would screen the OMSF from other uses east of 120th Avenue NE.

### **Response to Comment L2-108**

Please see response to Comment L2-98.

### **Response to Comment L2-109**

Please see response to Comment L2-98.

### **Response to Comment L2-110**

Please see response to Comment L2-76.

### **Response to Comment L2-111**

This sentence in Chapter 4, *Alternatives Analysis* (Section 4.1.2.2), has been updated in the Final EIS for clarity. Instead of "The OMSF configuration," it now states "This OMSF configuration."

### **Response to Comment L2-112**

Please see response to Comment L2-25.

### **Response to Comment L2-113**

Bird's-eye views are included in the Summary and in Chapter 2, *Alternatives Considered*, of the Final EIS. Figure S-3b is a bird's-eye view of the Preferred Alternative, and Figure S-4b is a bird's-eye view of the BNSF Modified Alternative. The Spring District project area, along with the location for the future 120th Avenue Station and East Link guideway, is illustrated in the bird's-eye views.

**Response to Comment L2-114**

Simulated KOPs were chosen to represent the most sensitive views, based on number of viewers, length of time a typical observer would see the view, and proximity of viewers to build alternative sites and their locations. Being at a higher elevation, KOP A was chosen because it provided the optimal overview of the SR 520 Alternative site for a person traveling westbound on NE 20th Street. Please see Figure 3.6-3, *SR 520 Alternative—Viewshed and KOPs*.

**Response to Comment L2-115**

Building footprints for the Seattle Children's Hospital: Bellevue Clinic and Surgery Center have been added to Appendix G, *Conceptual Plans*, of the Final EIS.

## **Letter L3, City of Bellevue, Council**





June 23, 2014

Mr. Kent Hale  
Senior Environmental Planner  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104

RE: Bellevue City Council Response to Draft Environmental Impact Statement (DEIS)  
for Sound Transit Link Operations and Maintenance Satellite Facility

Dear Mr. Hale:

For almost a decade the City of Bellevue has endeavored to partner with Sound Transit on a plan to route light rail through the heart of the Bel-Red Corridor and realize a land use vision that enables *light rail*-oriented development. The product of this collaboration is the Bel-Red Plan, a 900 acre land use and multi-modal transportation vision which has earned national acclaim. Already the Plan is bearing fruit, with hundreds of apartments and half a million square feet of office space underway near the future Spring District Station. Near term private sector plans call for thousands of multi-family homes for the citizens of the Puget Sound region and millions of square feet of sustainable, transit-oriented office space that will provide the infrastructure to enable the creation of American jobs for the next generation.

We have had our differences with respect to the alignment and mitigation of impacts in other areas of the City, but we continued to work to resolve those differences and agreed on an alignment that enables high ridership for the region and exceptional mitigation for our community. This effort culminated in the Memorandum of Understanding (MOU) signed between our two organizations in November of 2011.

Sound Transit's proposal to site a 96 car, 25 acre Operations and Maintenance Satellite Facility (OMSF) in the Bel-Red corridor threatens to derail this decade of effort. A decision to site the OMSF in any of the proposed Bellevue locations with the configuration and features included in the DEIS delivers a direct threat, and a potentially more dangerous indirect threat, to the long-term success of our transit-oriented, smart-growth Bel-Red vision. The proposed Bel-Red OMSF alternatives:

- Ignore the Bel-Red planning effort that was crafted to guide the light rail alignment to maximize transit oriented development. Light rail is a fixed-guideway mode that can attract strong redevelopment in a way that moveable bus routes do not;

L3-1

- Are inconsistent with the community vision, Bellevue's comprehensive planning, and current zoning;
- Do not support the considerable public and private investment that is already occurring in the Bel-Red corridor consistent with local and regional planning;
- Send the wrong message to the market should one of the first large developments in Bel-Red be an expanded industrial use; and
- Will result in the loss of tens of millions of dollars in local revenue based on the anticipated Bel-Red transformation, particularly in the areas around the stations. This undercuts the City's ability to fund the infrastructure needed for the plan and further puts the redevelopment of this area at risk.

L3-1  
cont'd

The Bel-Red site alternatives may look like a one-time savings to Sound Transit, but it undermines the value of building light rail in the first place.

L3-2

The timing of the OMSF study and proposed alternatives runs counter to our good-faith negotiations on the MOU. Sound Transit's 2012 proposal for a facility the size of the SODO maintenance facility was not disclosed in any proposal or analysis of Sound Transit's East Link project. The maintenance facility alternatives that were included in the East Link environmental analysis and the FTA Record of Decision were facilities of 10 to 14 acres that would provide storage and maintenance for 40 to 50 vehicles. The OMSF now proposed is not the facility considered and analyzed with East Link, and the land use, economic, noise, vibration and ecosystem impacts are not the impacts that were considered and analyzed in the East Link FEIS and FTA Record of Decision. Based on the information in this Draft EIS and the East Link FEIS, it appears that additional mitigation may be necessary along the East Link alignment to address the impacts of locating a 96-car OMSF within the Bel-Red area.

L3-3

Under the City's SEPA authority, those impacts, to the extent they occur along areas of the alignment outside of the physical boundaries of the OMSF, will need to be addressed. For example, additional noise impacts between the hours of 1 a.m. and 5 a.m. may potentially require mitigation along sensitive areas of the alignment beyond that addressed in the East Link FEIS and Record of Decision. In addition, more frequent train trips, as Sound Transit "charges the line" for morning service from cars maintained or stored at an OMSF in Bel-Red, may require different treatment of the currently proposed three at-grade East Link street crossings. We expect Sound Transit's cooperation in reviewing these issues throughout the East Link permitting process to ensure that effective mitigation can be incorporated into the East Link facility without entailing additional cost for retrofit or reconstruction.

L3-4

The City of Bellevue is also submitting a detailed technical comment letter that outlines as many of the flaws in the OMSF analysis. We encourage your thorough review of that letter, but a few of the more significant issues are as follows:

L3-5

Specific to BNSF Alternative 2, the DEIS does not begin to adequately address the opportunity cost of the OMSF impacting redevelopment within the Spring

L3-6

District Station node, which is planned for dense, mixed-use neighborhoods with heights up to 150'.

L3-6  
cont'd

Alternative 2 would remove more than 23 acres from potential redevelopment. The opportunity cost of the intended future redevelopment to Bellevue revenues alone (property tax, B & O tax, and sales tax) is estimated at more than \$6 million per year, just for the 23 acres occupied by the OMSF. In addition, Bellevue could lose up to \$50 million in impact and incentive fees that are earmarked for traffic and environmental mitigation in the area. The net present value of the fiscal benefits foregone from the assumed development over a 30 year period is estimated to be roughly \$140 million. This excludes the State's portion of the sales tax which would approach \$75 million alone during this period.

L3-7

The BNSF alternative is adjacent to a 25 acre Metro bus parking and maintenance facility. In planning Bel-Red, the existing Metro site was seen as the City's share of regional transportation infrastructure at present, with the potential of future relocation. The OMSF represents a much greater impact, a permanent timeframe and, when combined with the Metro site, puts a total of more than 50 acres into inactive, flat surface parking and maintenance use. This has immense impacts on the potential for TOD redevelopment in the area.

L3-8

The BNSF Modified Alternative 3 OMSF would create impacts similar to those named above. In addition, it would displace 25 businesses with an estimated 420 employees and impact other private businesses in the City's Medical Office district, including new development and planned expansion of Seattle Children's Bellevue Clinic and Surgery Center. The BNSF Modified alternative would also displace Bellevue's Public Safety Training Facility, a regional training center for police and fire professionals, as described in Bellevue's DEIS technical comments.

L3-9

Specific to the SR 520 Alternative 4, the DEIS does not adequately address the impacts of displacing a vital intact commercial district with more than 100 businesses and 1,000 employees. Although the DEIS concludes that "there is little to no community character in the areas south of SR 520" (Sec. 3.5.2.3) these uses comprise a coherent and positive community character of a vibrant retail corridor supporting a plethora of small independent businesses that serve community needs. Unfortunately, many of these businesses could not survive relocation.

L3-10

The land use impacts of the SR 520 alternative would be exacerbated by an additional 4.5 acre East Link construction staging site to the east. Except for 2 small parcels, Sound Transit's full and partial takes of property for these 2 uses would stretch over 30 acres from 130<sup>th</sup> Ave. NE to 136<sup>th</sup> Place NE.

L3-11

On the SR 520 alternative's west end, Goff Creek would be piped beneath the facility. The City has a vision for opening and restoring this stream and

L3-12

<p>connectivity to downstream habitats. Piping Goff Creek is inconsistent with the Comprehensive Plan vision to re-open and restore streams in the Bel-Red Subarea.</p>	<p>L3-12 cont'd</p>
<p>The opportunity cost of the SR 520 OMSF displacing existing and future development to Bellevue revenues (property tax, B &amp; O tax, and sales tax) is estimated at more than \$1 million per year, just for the 25 acres occupied by the OMSF. The net present value of the fiscal benefits foregone from the assumed development over a 30 year period is estimated to be roughly \$64 million. This excludes the State's portion of the sales tax which would approach \$115 million alone during this period.</p>	<p>L3-13</p>
<p>Further, the OMSF does not work well operationally at this location. Modifications to the profile and geometry of this portion of the East Link mainline would be required to accommodate the lead track connection to the OMSF, which would result in a reduction in operating speed on the mainline.</p>	<p>L3-14</p>
<p>In late 2012 when these OMSF site alternatives were forwarded for environmental review, both the Sound Transit Capital Committee (December 13, 2012) and Sound Transit Board (December 20, 2012) charged staff to be creative and flexible in reducing the OMSF impacts, particularly in the Bel-Red area that is zoned for dense, mixed use development. However, the DEIS does not include any fully developed alternatives that address the potential to minimize impacts by redesigning or reducing the size of the facility. Also, there are no alternatives that redesign or reduce the size of the facility included in the decision package that will be taken to the Sound Transit Board. While we do not suggest that the facility designs and modifications included in the Urban Land Institute (ULI) Panel's review of the OMSF sites are adequate to address all of our concerns, the ULI Panel's work in its entirety should be included in the environmental record for this project.</p>	<p>L3-15</p>
<p>The OMSF proposals in Bel-Red undermine a light rail alignment that can attract strong transit oriented redevelopment. They are inconsistent with Bellevue's Bel-Red Plan, with Sound Transit's own TOD Policy, K4C efforts to address climate change, and FTA guidance for transit oriented development. The OMSF is inconsistent with direction to focus development in centers around transit adopted in the Countywide Planning Policies, the regional Vision 2040 with its Growing Transit Communities Strategy, and the Growth Management Act (GMA).</p>	<p>L3-16</p>
<p>We believe that a reevaluation of the Link Light Rail operation and maintenance need is warranted. We recognize that the operation and maintenance functions are vital to the system and that they need to be located appropriately. However, the scale, configuration and placement of the Bellevue options described in the DEIS are inappropriate. Sound Transit needs to re-evaluate alternative sites and system options and take a more creative approach to identifying solutions that work for Sound Transit and fit in the community. New concepts, such as splitting portions of the maintenance facility to reduce the impact in any one area, should also be considered.</p>	<p>L3-17</p>

Perhaps most importantly, Sound Transit's selection of any of the Bel-Red OMSF Alternative sites would (1) undermine the foundation of the City's previous agreements with Sound Transit; (2) would be inconsistent with local, regional and state policies including GMA; and (3) would be extremely damaging to the hard-won partnership we have developed over the last two years, in fact, risking a move backward.

Regardless of the OMSF site selection, there is still much work to be done, and the timely completion of the system requires that Bellevue and Sound Transit continue to work together. Pursuing the siting of the OMSF in Bellevue as described in the DEIS without abiding by the Board's own direction to explore creative solutions means that Sound Transit is working at cross-purposes against a decade's worth of collaborative planning. Our hope is that we can continue to work together to see Eastside light rail through to the finish line, and that the OMSF will not become a severe obstacle working against that end. We hope you agree.

Sincerely,



Claudia Balducci  
Bellevue Mayor



Kevin Wallace  
Bellevue Deputy Mayor

CC: Sound Transit Board of Directors  
Bellevue City Council  
Brad Miyake  
David Berg  
Mike Brennan  
Chris Salomone

L3-17  
cont'd

## Responses to Letter L3, City of Bellevue, Council

### Response to Comment L3-1

Please see the responses to Common Comments 11, 16, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment L3-2

Please see the responses to Common Comments 11, 16, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment L3-3

Sound Transit is conducting this environmental review process under NEPA and SEPA to analyze the impacts of the OMSF. The introduction to Chapter 3, *Affected Environment and Environmental Consequences*, on page 3-1 of this Final EIS lists the environmental resources that were analyzed. These include land use, economics, noise, vibration, transportation, and ecosystems, among others. Each subsection of Chapter 3, *Affected Environment and Environmental Consequences*, of the Final EIS reviews the affected environment; identifies construction, operational, and cumulative effects; and, where appropriate, identifies potential mitigation measures. Please also see response to Comment L2-61.

### Response to Comment L3-4

Please see responses to Comments L2-61 and L3-3. In addition, the cumulative impact assessment for noise and vibration in Appendix E.2, *Noise and Vibration Technical Report*, of the Final EIS has been updated to reflect the updated noise analysis for East Link operations in Bellevue, which was conducted as part of the East Link permitting process with the City of Bellevue in 2014 and 2015. That analysis accounts for light rail noise on the East Link line in the event an OMSF is built in Bellevue.

The number of light rail train trips passing through Bellevue to “charge the line” prior to 5:00 a.m. or “close the line” after 1:00 a.m. would not differ substantially for any of the OMSF build alternatives considered in this EIS. Figures I-1 and I-2 illustrate the current operating plan to charge and close the line for the Preferred Alternative, and a similar pattern would occur for any of the OMSF build alternatives. This is because early morning operations for the OMSF build alternatives in Bellevue would be very similar. Under the Lynnwood Alternative, site trains in Bellevue would operate from the BNSF Storage Tracks and have a similar operation pattern as the Bellevue build alternatives. Based on the current operating plan for the Preferred Alternative, three light rail trains would go south from the OMSF or storage track to charge the line between 4:30 and 5:00 a.m., with only two of those passing south of downtown Bellevue prior to 5:00 a.m. To close the line, two trains would pass through Bellevue from the south to the OMSF or storage track between 1:00 and 1:30 a.m. Only one train would operate prior to 5:00 a.m. or after 1:00 a.m. from or to the OMSF or storage track toward Redmond.

Operation of one, two or three trains in a 0.50-hour period during the early morning would not adversely affect traffic at any of the East Link at-grade street crossings. Noise associated with these

early morning trains has also been accounted for in the East Link project final design noise analysis and mitigation.

Figure I-1. East Side Initial Charge

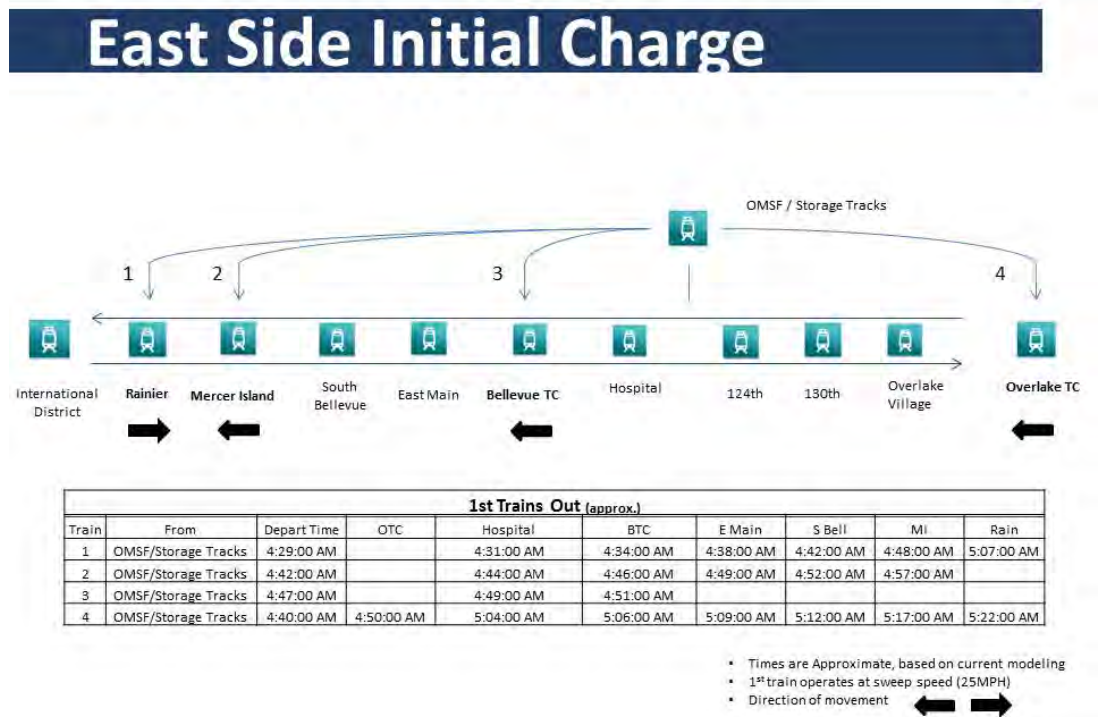
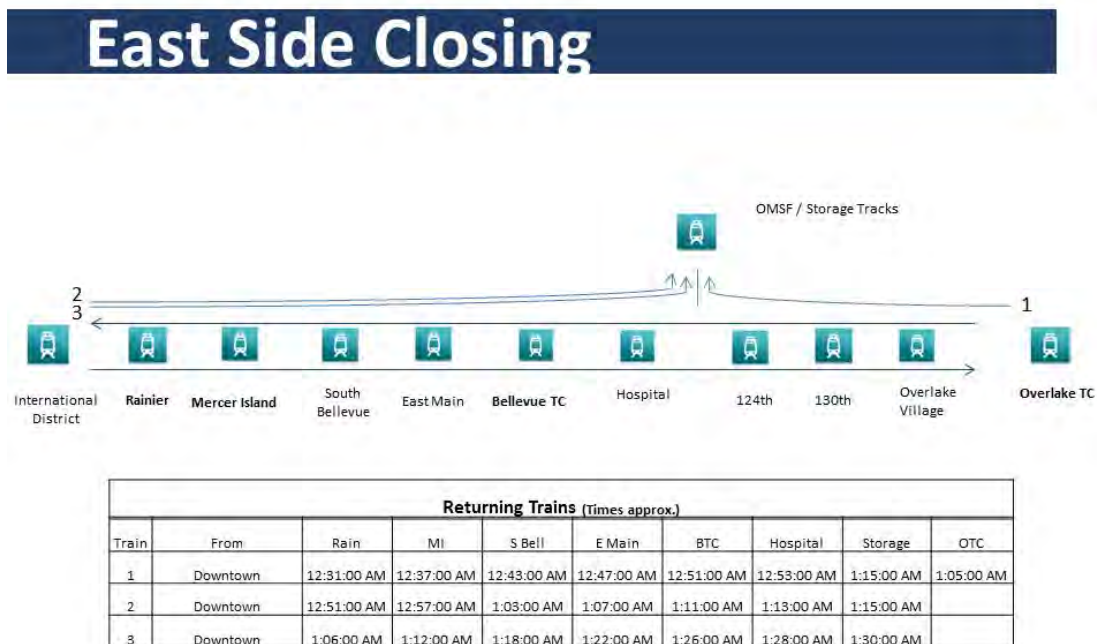


Figure I-2. East Side Closing



### **Response to Comment L3-5**

Thank you for providing the detailed technical comment letter. Comments from the referenced letter are addressed in responses to Comments L2-1 through L2-115.

### **Response to Comment L3-6**

Please see the response to Common Comments 16 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L3-7**

Please see the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L3-8**

The King County Metro site referenced in the comment is approximately 16.5 acres; an OMSF at the Preferred Alternative site would occupy approximately 21 acres. The total amount of transportation-related land uses would be approximately 37.5 acres. Advancing the design of the OMSF would include assessing TOD potential at the OMSF site, as well as methods to enhance the compatibility of the OMSF with surrounding land uses. As described in Chapter 3, Section 3.0, *Affected Environment and Environmental Consequences* (Section 3.0.1), of the Final EIS, additional developable land in the 120th Avenue Station area node could be made available if the Metro facility is partially or wholly relocated and if 120th Avenue NE is realigned to the east. This concept came out of the Urban Land Institute and OMSF stakeholder process described in Chapter 2, *Alternatives Considered* (Section 2.4), of the Final EIS. Please also see responses to Common Comments 11, 16, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L3-9**

The number of displaced businesses and employees under all build alternatives is included in Chapter 3, Section 3.4, *Economics* (Table 3.4-5), of the Final EIS. The BNSF Modified Alternative would not acquire any lands associated with the expansion of the Seattle Children's Hospital: Bellevue Clinic and Surgery Center. Therefore, no displacement at the hospital would occur. Regarding the relocation of the Public Safety Training Center, please see response to Comment L2-91.

### **Response to Comment L3-10**

The number of displaced businesses and employees under all build alternatives is included in Chapter 3, Section 3.4, *Economics* (Table 3.4-5), of the Final EIS. Displaced businesses are also addressed in Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, of the Final EIS. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L3-11**

Please see response to Comment L2-66.



### **Response to Comment L3-12**

Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L3-13**

Please see the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L3-14**

As documented in Chapter 4, *Alternatives Analysis* (Section 4.1.1.2), of the Final EIS, the mainline curve just north of NE 20th Street would need to be tighter to accommodate an eastbound switch into the SR 520 Alternative and may require a reduction of the mainline speed. As noted in Section 4.1.1.2, this is an operational disadvantage of the SR 520 Alternative.

### **Response to Comment L3-15**

Chapter 2, *Alternatives Considered*, of the Final EIS has been updated to summarize the results of the work by the Urban Land Institute Advisory Services Panel noting that concepts were refined during the OMSF stakeholder process in the fall of 2014 and the revised design of the Preferred Alternative reflects the outcome of this process. Please see the responses to Common Comments 3 and, 11, and 14 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L3-16**

Advancing the design of the Preferred Alternative includes assessing TOD potential and enhancing compatibility with surrounding land uses. Please see responses to Comments L2-4 and L2-11, as well as the responses to Common Comments 13 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L3-17**

Chapter 2, *Alternatives Considered* (Section 2.2), of the Final EIS describes the process Sound Transit conducted to identify potential alternatives for the project. The Link OMSF Corridor Analysis identified constraints, benefits, and trade-offs from locating an OMSF in the north, south, and east corridors to serve the ST2 expansion. The scale and configuration of the OMSF are based on the functions needed at the facility. These are described in Section 2.3 of the Final EIS. The alternatives that were studied and recommended for evaluation in the Draft EIS, including a two-site OMSF option, are described in Section 2.3.1 of the Final EIS.

Since the Draft EIS, the site design and layout of the Preferred Alternative have been refined to incorporate key concepts that were identified during Urban Land Institute and stakeholder work, as well as ongoing coordination with the City of Bellevue to make the OMSF more compatible with the Bel-Red Subarea vision (see Section 2.6.1 of the Final EIS). Sound Transit is committed to employing strategies to help integrate the OMSF into surrounding land uses and promote TOD adjacent to the future 120th Avenue Station while planning and developing a regional transit system that does not compromise the efficiency of transportation operations. Please also see the responses to Common Comments 3 and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter L4, City of Bellevue Fire Department**



Post Office Box 90012 • Bellevue, Washington • 98009 9012

May 27, 2014

Kent Hale  
Link Light Rail Operations Maintenance & Satellite Facility  
Sound Transit  
401 South Jackson Street  
Seattle, Washington 98104-2826

Attention: OMSF DEIS Comment

Mr. Hale,

Thank you for the opportunity to provide comments regarding Sound Transit's Operations Maintenance & Satellite Facility (OMSF) prior to the Board identifying a preferred site to evaluate in the Final Environmental Statement. I have read the Draft Environmental Impact Statement which includes an analysis of each of the four site alternatives being considered for the OMSF project and would like to provide comments on the BSNF Modified Alternative site only.

The BSNF Modified Alternative site would require the acquisition and relocation of the Bellevue Public Safety Training Center. As the principal occupant of the Training Center, along with the Bellevue Police Department, we are very concerned about the loss of this essential facility. Since the opening of this facility in 1983 we have conducted thousands of hours of state mandated training for firefighters and police officers. The Fire Department utilizes the facility for Recruit Academy Training which represents the first 12-14 weeks of training for newly hired firefighters, as well as annual skills training for all fire department personnel.

L4-1

Recently, the Bellevue Fire Department has joined with the Redmond Fire Department, the Kirkland Fire Department, the Mercer Island Fire Department and the Northshore Fire Department to establish a Regional Fire Training Group. Established through an Interlocal Agreement the group known as the East Metro Training Group (EMTG) was formed to specifically improve service delivery, coordinate and consolidate training opportunities and to share resources. The single greatest facility resource is the Public Safety Training Center located at 1838 116<sup>th</sup> Ave N.E., Bellevue Washington 98004. All five of the fire agencies within EMTG utilize the Public Safety Training Center and additional fire agencies have expressed interest in joining EMTG.

L4-2

This facility is essential for all of the EMTG agencies who are responsible for providing training activities for basic firefighting skills on an annual basis. This training includes hose handling, ladder practices,

search and rescue operations and classroom instruction. Additionally, advanced skills required for technical rescue operations are conducted at this facility, along with high angle rescue drills, and state mandated live fire operations. The facility also includes a Gun Range for Police Officers.

L4-2  
cont'd

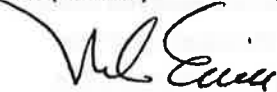
The Draft Environment Impact Statement (DEIS) states that the BNSF Modified Alternative site would be the most expensive of the four proposed sites because of the topography and the complexity of building on both sides of the Eastside Rail Corridor and that the site is not consistent with future planned land uses in the areas. And as has already been noted, the DEIS states that the BNSF Modified Alternative site would require the acquisition and relocation of the Bellevue Public Safety Training Center.

Because of the unique activities conducted at this facility, it would in our opinion be very difficult to find an alternative site in the greater Bellevue region. The cost of acquiring a new site and construction costs associated with building a new Training Center would most likely result in a site in eastern King County or outside King County. For the Bellevue Fire Department this would result in significantly higher training costs and/or reduced fire protection within the City of Bellevue depending upon whether mandatory training was conducted on duty or off duty. All off duty training would require the authorization of overtime expenses and on duty training would take fire resources out of City of Bellevue. This facility has served both the Bellevue Fire Department and the Bellevue Police Department since it's opening in 1983 and it's loss would dramatically change our organizational culture and our very successful Training Programs.

L4-3

Again, thank you for the opportunity to provide comments on Sound Transit's proposed Operations Maintenance & Satellite Facility (OMSF), BNSF Modified Alternative site.

Respectfully submitted,



Michael Eisner

Fire Chief

Bellevue Fire Department

## **Responses to Letter L4, City of Bellevue Fire Department**

### **Response to Comment L4-1**

Please see response to Comment L2-91.

### **Response to Comment L4-2**

Chapter 3, Section 3.15, *Public Services*, of the Final EIS has been updated to note that the East Metro Training Group also uses the Public Safety Training Center and would be affected if the BNSF Modified Alternative were constructed. Please see response to Comment L2-91.

### **Response to Comment L4-3**

Please see response to Comment L2-91.

## Letter L5, City of Lynnwood

June 17, 2014

Kent Hale  
Link Light Rail Operations and Maintenance Satellite Facility  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104-2826

RE: OMSF DEIS City of Lynnwood Comments

The following constitutes the City of Lynnwood's comments on the OMSF/ DEIS. For the record, the City remains firmly resolved that Sound Transit's proposed Lynnwood alternative should be eliminated from consideration. A copy of the City Council's June 9, 2014 Resolution on the proposal is attached. Sound Transit's Lynnwood proposal is severely flawed:

- The Lynnwood Alternative has both higher capital and ongoing operating costs than the Bellevue BNSF alternative, L5-1
- Sound Transit would be unable to meet its own service goals for headways in the evenings, L5-2
- There are substantial impacts to wetlands, parks, and streams that are not found on the Bellevue Alternatives, L5-3
- The Lynnwood Alternative would result in tracks 80-100' away from a large single family neighborhood whereas there are no existing homes anywhere near the Bellevue sites, L5-4
- Lynnwood residents who would be impacted are culturally diverse and have low to moderate incomes. The OMSF would also require removal of a large DSHS office complex that serves our community. If the Lynnwood site was to be selected in spite of its unique and overwhelming impacts that would result, , apparently based upon Bellevue's desire to accommodate yet more development of expensive condos and corporate offices, economic justice issues would certainly be raised, L5-5
- Finally, the Lynnwood site requires the acquisition of a large parcel owned by the Edmonds School District and planned for their administrative/ transportation complex. The project has already been approved and was funded in a bond issue that was supported by the public this past February. The District has repeatedly informed Sound Transit both before and during the DEIS preparation process, that the property is not for sale and that they intend to proceed with their plans. Further, Sound Transit has acknowledged that it is not possible to use eminent domain in this case; yet Sound Transit staff and the DEIS continue to publicly maintain that acquisition is possible in spite of the facts, L5-6
- On November 21, 2013 the Sound Transit Board selected the Lynnwood Link Extension Alternative C3 with modifications as the Preferred Alternative alignment. The C1 and C2 L5-7

Alignments faced significant community opposition due to their impacts. The OMSF Lynnwood Alternative has similar impacts and faces similar community opposition.

L5-8  
cont'd

**The following comments are organized solely in the order that the issues they address are raised in the DEIS and Appendices. No prioritization is implied.**

Page 5-13: Key Operational and Environmental Impacts:

The first paragraph accurately details the operational limitations of the Lynnwood OMSF vs. Bellevue with regards to the inability to maintain 10 minute headways after 6:30 PM. However, the document fails to point out that this resulting cut in service represents half of the overall service and capacity nor does it point out that the Lynnwood Link is intended to serve one of the highest ridership volume corridors in the region. The document also fails to mention that the implications of this problem with the eventual extension of LRT service to Everett that is currently being planned for in the update to the Long Range Plan.

L5-9

The second paragraph correctly states that the Lynnwood site is the only one to directly impact residential neighborhoods. However, it goes on to imply that the sole potential impact is noise and that this would be mitigated. The DEIS is misrepresenting the impact of night lighting, the deterioration of property values from being adjacent to a heavy industrial use and the visual impact of converting a view of modern office and light industrial buildings along with landscaping and tree preservation and replacing it with a massive grey screen wall illustrated on page F.3-16.

Page 5-22: Noise

The claim that noise impacts on Lynnwood residences will be effectively mitigated appears to be an exaggeration of the facts at best. Lynnwood homes would be located across the street from the nearest tracks. We also believe that there are a number of short duration noise impacts, including train bells and horns, that don't seem to have been evaluated.

L5-10

Page 5-23 Section 4(f) Resources

While pointing out the temporary and permanent impact of the project on the Interurban Trail, the DEIS completely ignores the impact of the OMSF on Scriber Creek Park. Later, in the body of the DEIS we found that this conclusion was drawn not because there are no impacts. Rather the conclusion was based on an assumption that since the park closes to pedestrians at sundown and the OMSF will operate at night, that there will be no one around to be disturbed. In fact, the Park and

L5-11



surrounding wetlands constitute a large natural area supporting a variety of wildlife. The OMSF will remove vegetation and wetlands within a few feet of the park boundary. Clearly the experience of using the Park during the daytime will be significantly diminished. The DEIS needs to be revised to consider the impacts of noise, light and activity from the adjacent OMSF on wildlife utilizing the park.

L5-11  
con't

Page 5-24 Areas of Controversy and Issues to be Resolved

The DEIS completely ignores the position of the Edmonds School District vis-à-vis the OMSF. It implies that there is a continuing potential that the District could work out an agreement with Sound Transit to jointly develop their property with the OMSF. The document also fails to note that Sound Transit has no ability to use eminent domain to acquire the District's land. In fact the District has repeatedly informed Sound Transit that they fully intend to use their land for their transportation center and other facilities and that they will not negotiate joint use. Yet at the same time accurate information regarding dealings with the School District is contained in Sound Transit's May 8, 2014 OMSF briefing to the Capital Committee. The DEIS needs to be revised accordingly.

L5-12

Page 2-10 Potential and Suggested Alternatives

The DEIS does mention the possibility of an OMSF alternative site near Paine Field but then dismisses the possibility due to its not being proximate to the track being built under ST2. While this is accurate in the near term it fails to acknowledge the commitments that have been made to extending LRT service to Everett. The extension is part of Sound Transit's system plan. The Board has already committed to a preliminary analysis of alignments to Everett and that study is currently underway. Finally, the Board is discussing bringing the extension of light rail to Everett to the voters, possibly as early as 2016. While this does not provide an OMSF solution for ST2, the reality is that there are viable northern line sites around Payne Field and that ultimately there are much better alternatives than the severely compromised site in Lynnwood.

L5-13

Page 3-3 Reasonably Foreseeable Future Actions in the Study Area

The analysis completely ignores the existence of ST3 which would originate at the Lynnwood Link terminus that is obviously within the study area. At the same time the table lists a large number of capital construction projects, some of which are under design but most of which do not have funding commitments in place and are therefore similar to ST3. Ignoring Sound Transit's own plans is inconsistent and fails to insure that the DEIS presents an accurate analysis of alternatives.

L5-14

Page 3.2-8 Lynnwood Alternative

The DEIS fails to acknowledge the School District's position refusing to negotiate the sale of their property or the inability to use eminent domain to acquire it. Even if the District was willing to consider relocation, the DEIS fails to offer legitimate sites they could relocate their facility to. The District has publicly stated that they decided to go forward with this site only after alternatives analysis concluded that there were no viable alternatives that met their needs. The DEIS also fails to offer an analysis of the forced relocation of the State DSHS's Work Source operation and only refers to the office vacancy rate elsewhere in the City. The DSHS operation serves a large number of low and moderate income individuals and families, many of whom reside nearby or who have limitations on their access to transportation. More work is needed to demonstrate that there are viable relocation sites that meet the needs of their clientele.

L5-15

Page 3.3-14 Conversion of Land Use to Public Transportation

The second paragraph implies that LRT yards can be accommodated near residential neighborhoods and cites Minneapolis as one example. This is extraordinarily misleading. Paul Krauss AICP, Lynnwood Community Development Director formerly served as the urban planner on the project team that designed the Hiawatha Line and is intimately familiar with the area. The rail yard is located the site of the former Milwaukee Road RR freight yard and an area with a large number of industrial and commercial uses. The nearest residential uses are some distance away and separated by highways and/or arterial streets. There is no proximity to single family residential. This information was conveyed to OMSF staff last year when the claim was first made. It is incomprehensible why this claim continues to be repeated in the DEIS. The DEIS also asserts that the MBTA Riverside Yard was "developed in low density residential urban conditions". Google Maps seems to refute this claim. The nearest low density residential uses are separated by a limited access highway.

L5-16

Page 3.3.5 Urban Land Institute Analysis

The DEIS must be revised to state that Lynnwood withdrew from the ULI study when it became clear OMSF staff had allowed the goals of the project to be expanded beyond the purported analysis of TOD potential on property excess to the needs of the OMSF alternatives. The ULI analysis also denied the existence of any and all environmental impacts at the Lynnwood location *prior* to release of the DEIS for the OMSF, reflecting a bias to the Lynnwood location and to support for

L5-17

redevelopment of the sites in Bellevue. A copy of the City's letter to the Sound Transit Board needs to be included in the DEIS/FEIS regarding this matter.

L5-17  
cont'd

Page 3.5-8      Lynnwood Alternative

The DEIS correctly mentions that Lynnwood has a large single family residential neighborhood located west of the OMSF site. However, it then goes on to make the ludicrous claim that 52<sup>nd</sup> Ave. W "acts as a barrier between this neighborhood and the OMSF site. 52<sup>nd</sup> is at the same elevation as the OMSF site and most of the homes to the west are elevated above it and would look across and down into the OMSF. Positing that an 80' wide right-of-way constitutes a barrier is inconsistent with the facts and should be removed.

L5-18

Page 3.5-10      Operational Impacts

The DEIS repeats an earlier claim that the Department of Social and Health Services (DSHS) offices can be relocated without offering any analysis save for the original claim that there is other vacant office space in Lynnwood. DSHS server a low to moderate income clientele, many of whom reside in the area or are otherwise transportation limited. Further analysis is required to demonstrate that a potential relocation can be made without impacting the delivery of services provided at this location. The DEIS also goes on to claim that the neighborhood would not be impacted by noise or vibration and that recreational uses in the area would continue to function with "little effect". The DEIS fails to mention impacts from site lighting and visual impacts. Each of these claims is refuted by the City elsewhere in these comments. The DEIS needs to be revised accordingly.

L5-19

Page 3.5-13      Environmental Justice

The DEIS acknowledges that the Lynnwood Alternative has the largest presence of low-income populations and a small pocket with a high minority population. Then it goes on to make the arguable assertion that all impacts will be mitigated therefore there are no grounds to consider an economic justice issue. As detailed elsewhere in this analysis there are in fact a number of unmitigated impacts. There are also the repeated assertions from the City of Bellevue that the OMSF should be located in Lynnwood due to the claimed value of redeveloping the industrial and commercial uses around their sites. Clearly, we have one of the wealthiest cities in the region asserting that their potential for attracting higher end office and residential development in an industrial area outweighs the obvious impacts on the lower income Lynnwood community. If this does not rise to a clear economic justice issue it is unfathomable what does. Sound Transit should be aware that if the

L5-20

Lynnwood OMSF alternative is selected, the City will give serious consideration to pursuing an Environmental Justice claim through the court system.

L5-20  
cont'd

Page 3.6-7      3.6.4.3 Visual Impacts

The DEIS makes a number of unsubstantiated or incorrect assertions leading to a conclusion that visual impacts will not be significant. The facts are that Lynnwood would have a rail yard sharing a boundary with a pastoral City park and a major wetland complex that would be partially filled. The facts are that we have a large single family neighborhood that currently has views of landscaped office and light industrial uses and mature trees replaced by a tall blank screen wall that would soon no doubt sport graffiti and collect blowing garbage, feet from the street curb with views of heavy industrial buildings beyond. The section of the DEIS needs to be completed rewritten to present accurate information and conclusions.

L5-21

Page 3.8-17      Noise and Vibration (please also refer to detailed comments on the Noise and Vibration Technical Report provided below)

The City reviewed the DEIS analysis in detail. While we do not have the time or funding to undertake our own analysis we believe that the magnitude of the impacts in this area are significantly downplayed. The analysis is based on assumptions that Sound Transit will undertake significant efforts to modify buildings, equipment and procedures to minimize noise impacts and then makes the highly suspect assumption that these will be properly maintained and utilized throughout the life of the project. Sound Transit is proposing to locate a heavy industrial use, albeit a modern one, across the street from a large residential neighborhood where there are no topographic or vegetative buffers.

The DEIS mentions that trains will need to sound their "low bell" when they are moved. It makes no mention of warning horns used on motor vehicles used in or around the facility. All major activity at the OMSF will occur at night when ambient noise levels are lowest. It simply defies logic to assume that existing area residents won't be disturbed by it.

L5-22

The DEIS makes another false assumption that there will be no impact to Scriber Creek Park even though it is adjacent to the yard and the surrounding significant wetland will be partially filled to build it. The stated rationale is that since the park closes at sundown and noise will occur at night that nobody will be there to be impacted. (Page 3.8-18). The fact is that Scriber Creek Park was created to provide a pastoral experience where people can observe and enjoy nature. It and the surrounding wetland supports a large variety of wildlife. The OMSF results in a significant potential that the wildlife would vacate the area and if it does, it is not likely to reappear at dawn when the park reopens.



Finally, the DEIS states that while there will be vibration impacts from the site, they will decrease to the point where the homes are located far enough away to not be impacted by it. The OMSF will be built over an area where wetland and organic soil are found far below the surface. While the OMSF would no doubt be built on a pad of compressed fill material there appears to be a high likelihood that this pad will essentially be floating on the subsurface conditions. As a result there appears to be a potential that these conditions could amplify rather than dampen vibration. The City is asking that these conditions be taken into account in the DEIS.

L5-22  
cont'd

### Aquatic Resources

Page 3.9-16 This discussion is far too limited. It should include a discussion of increased water temperature due to loss of riparian vegetation. Swamp Creek is listed on the 303(d) list for excessive temperature. Additionally, the loss of vegetation increases predation, and algae blooms.

Page 3.9-26 The wetland impacts of 1.6 – 1.8 acres of category II wetland would require a mitigation ratio of 3:1, or approximately 4.8 – 5.4 acres of wetland creation (not counting the buffer required, which would be 110' wide (no reduction allowed for creation areas).

Page 3.9-27 *"Positive cumulative impacts could also result from efforts to enhance streams and wetlands in the Scriber Creek and Kelsey Creek subbasins through comprehensive planning and subbasin plans."* Unless this project is proposing such plans, including provisions for implementation, this statement must be stricken.

L5-23

Page 3.9-29 Lynnwood does not allow for a mitigation bank, or fee-in-lieu for wetland mitigation. According to LMC 17.10.055 wetland mitigation must occur in the same drainage area, as defined by our surface water comprehensive plan. As stated above, approximately 5 acres of wetland will be required for mitigation, not counting buffer area.

Page 3.10-2 Table 3.10-1 is incorrect. There are numerous category 5 water quality impairments for Swamp Creek.

Page 3.10-3 *"There are no surface water features in the Lynnwood Alternative site, with the exception of some wetlands."* This grossly understates the size, quality, and importance of the aquatic resources in the study area. The proposed location is directly adjacent to the water course of Scriber Creek.

Page 3.10.4.2 Prior comments regarding wetland impacts also apply to this section.

Page F.316 Proposed View of OMSF from 52<sup>nd</sup> Ave. North

This illustration purports to show a screen wall that would be built to buffer the OMSF from the residential neighborhood across the street. There are no dimensions given but based upon comments elsewhere in the document we assume it would be 10-15' high and over 1000' feet long. Apparently, this monstrosity is being proposed as a substitute for the landscaped modern office and light industrial development and mature trees that the residents currently look at. In reality, such a wall may screen direct views into the OMSF but it would become a graffiti-covered nightmare capturing blowing trash and weeds. Yet the DEIS asserts that there will be no visual impact. Significant work is required to bring the claims in line with reality.

L5-24

Alternatives Analysis

Page 4-4 4.1.1.2 Build Alternatives - Disadvantages

Recommend adding capital and operating costs to this disadvantages section. The Lynnwood Alternative is \$5-10 million more expensive to build than the BNSF Alternative and is also annually \$3 million higher in operational costs due to the additional facility required in Bellevue. It needs to be stated that the Lynnwood Alternative will cost more on an ongoing basis to operate and for this premium spent; the off-peak service doesn't meet Sound Transit's requirements.

L5-25

Noise and Vibration Technical Report Comments

- Page 2-4-2.2 Paragraph 2 notes the use of continually welded rails reducing vibrational impacts however there will be multiple track junctions at the rail switching yard where trains will be relocated throughout the evening for maintenance and cleaning. This should be noted.

L5-26

- Page 3-3-Figure 3-1 indicates that the Noise exposure is in terms of Leq for Cat. 1 & 3 and Ldn for Cat. 2. The City would like to see the Leq for the Cat. 2 land use since this is adjacent to a Residential area (Cat.2) in order to know what the maximum 1-hour equivalent sound level is.

L5-27

- Page 3-5-Table 3-1 indicates that "Frequent" is defined as greater than or equal to 70 events per day. With 88 LRVs leaving before 7AM each day and returning in the evening, should the threshold of 72 VdB be reduced given the impact of multiple close spaced events (i.e. 88 LRVs departing and returning en masse)?

L5-28

- Pages 4-1 & 4-2 Section 4.1: Measurements for the sound levels at the monitoring sites only reports the dBA Leq and dBA Ldn as a single data point. This should be evaluated over the full 24-hour cycle

L5-29

since people live their lives in these residences in a full 24-hour period not just based on a single data point. The DEIS appears to cite FTA regulations for their reporting standards but this should be considered the minimum for evaluating a site. Since this discussion relates to adjacency to a single-family neighborhood, the City takes issue with this finding and requests that Sound Transit report the dBA Leq at a minimum at each hour over a 24-hour period to ensure the City can understand the true existing sound conditions. Yes the neighborhood is adjacent to I-5, however they are talking about putting an off-hours facility adjacent to a single-family where people will be sleeping. They should already have this in their raw data and should provide it for our analysis.

L5-29  
Cont'd

- Page 5-1-5.1 Paragraph 1, bullet point 2; A list of general service activities is given. The report contains no assumptions for the dBA for each of these activities. Request table of dBA assumptions used in the report.

L5-30

- Page 5-2-Bullet points: The City takes exception to multiple items here:

- Bullet Point 2; The assumption here is that all activity within the facility will automatically stop each time these automated doors open. This assumption would not be borne out in a real life operating situation in that there will be multiple processes occurring at this facility and not all of them will be automatically tied to these doors. We reject the assumption that these doors allow them to take a deduction from the dBA the facility will produce.

I5-31

- Bullet Point 4; The assumption here is that "wheel squeal" will not occur ever because of properly lubricated LRV wheels. This assumption is based on the equipment never aging or bearings in the hubs never failing. This is like assuming the LRV equipment will never age. The City rejects the assumption that "Wheel Squeal" will not be an issue and require it to be considered as part of their analysis.

L5-32

- Page 5-3 Paragraph 5, The use of a single data point for analysis again seems to be taking a very narrow approach to the likely impacts to the adjacent neighborhood. The analysis should be taken over time so that hour-by-hour impacts can be evaluated, especially during the most sensitive time of the day for residential neighborhoods.

L5-33

- Page 5-3-5.2: This section is alarmingly brief. Many questions come to mind; how many soil samples were taken, was the very wet condition of the ground taken into consideration when evaluating vibration transmission, was the impact of vibration over time considered in how this might impact how residential properties might experience settling in their foundations due to prolonged exposure to the OMSF vibrations. The magnitude and the duration of the impacts should be considered.

L5-34

- Pages 6-4 & 6-5: also contain very brief summaries of vibrational impacts.

L5-35

#### Ecosystems Technical Report Comments

Section 3.2.2.2, page 3-10. The description of the Swamp Creek Sub-Basin contains several errors. North Creek and Little Bear Creek are not tributaries to Swamp Creek. There is no part of Mukilteo in the Swamp Creek Basin. Swamp Creek is listed on the 303(d) list for numerous other parameters beyond those mentioned (page 3-11). Further, there is no mention or discussion of the City of Brier (which contains a significant segment of Scriber Creek, including the confluence with Swamp Creek).

**L5-35  
Cont'd**

Section 3.3.4.3, page 3-36 There is no mention of the resident river otter family residing in the study area.

Thank you for this opportunity to provide comments and concerns.

Sincerely,

Paul Krauss, AICP

Community Development Director

C: Nicola Smith, Mayor  
Lynnwood City Council  
Edmonds School District



## Responses to Letter L5, City of Lynnwood

### Response to Comment L5-1

The City's opposition to the Lynnwood Alternative is noted.

### Response to Comment L5-2

Chapter 4, *Alternatives Analysis* (Table 4-2), documents that the Lynnwood Alternative would have the highest operational and capital costs. Please see the response to Common Comment 1 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment L5-3

As discussed in Chapter 4, *Alternatives Analysis*, of the Final EIS, the Lynnwood Alternative would result in 15-minute headways after 6:30 p.m. on the Lynnwood-to-Overlake Transit Center line, which would not meet Sound Transit's planned off-peak headway of 10 minutes until 10 p.m.

### Response to Comment L5-4

The Final EIS acknowledges that the Lynnwood Alternative would have greater wetland impacts than the other build alternatives. The analysis of impacts on Scriber Creek and Scriber Creek wetlands is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS. Impacts on Scriber Creek Park are presented in Chapter 3, Section 3.18, *Parklands and Open Space* (Section 3.18.5.3), of the Final EIS.

### Response to Comment L5-5

The analysis of the Lynnwood Alternative acknowledges that the site is adjacent to a residential neighborhood. This is considered in the impact evaluation for the visual, noise, and social resource sections of the Final EIS.

### Response to Comment L5-6

Impacts on low-income and minority residents under the Lynnwood Alternative are summarized in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, and evaluated in Appendix C, *Environmental Justice*, of the Final EIS. Appendix C concludes that none of the alternatives would result in disproportionately high and adverse effects on minority and low-income populations.

Displacement of the Department of Social and Health Services (DSHS) offices is acknowledged in Chapter 3, Sections 3.2, *Acquisitions, Displacements, and Relocations*, and 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, and Appendix C, *Environmental Justice*, of the Final EIS. As indicated in Appendix C, services at the DSHS, located on the Lynnwood Alternative site, include disability assistance, vocational education, and employment assistance. These DSHS offices have multiple locations throughout the state of Washington and Snohomish County. It is anticipated that there would be adequate availability of similar office buildings in the city of Lynnwood and that the population would be adequately served by the relocated DSHS offices. Relocation of these offices to a similar facility within the city of Lynnwood would not result in a lack of offices for social service providers in the city or the region.

### **Response to Comment L5-7**

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L5-8**

Chapter 2, *Alternatives Considered*, of the Final EIS has been updated to reflect the decision by the Sound Transit Board in April 2015 regarding the Lynnwood Link Extension. Chapter 3, *Affected Environment and Environmental Consequences*, of the Final EIS describes the impacts of the Lynnwood Alternative on natural and built environmental resources.

### **Response to Comment L5-9**

Please see response to Comment L5-3. Less-frequent headways after the evening peak period would not affect system ridership levels measurably or the ability to meet ridership demand, which is driven by peak-period trips. Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods* (Section 3.5.4.3), of the Final EIS describes potential social impacts from the Lynnwood Alternative. Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, of the Final EIS documents visual impacts from the project. Section 3.6.4.2 states that lights would be screened and directed downward and toward work activities. Section 3.6.4.5 notes that landscaping would be required, per Lynnwood Municipal Code, to screen the site and enhance visual quality. Sound Transit would be required to obtain a Conditional Use Permit from the City of Lynnwood if the Lynnwood Alternative is identified as the alternative to be built. That process would further define design measures to address compatibility with adjacent residential land uses.

### **Response to Comment L5-10**

Appendix E.2, Chapter 5, *Impact Assessment Approach*, of the *Noise and Vibration Technical Report* has detailed information regarding the assumptions used in executing the noise analysis, including information regarding the use of bells in the study area.

### **Response to Comment L5-11**

Chapter 3, Section 3.18, *Parklands and Open Space* (Section 3.18.4.6), of the Final EIS addresses the potential impacts of the Lynnwood Alternative on adjacent land uses, such as recreational daytime use of Scriber Creek Park.

The impacts of noise and activity on wildlife in Scriber Creek Park and the Scriber Creek wetland is addressed in Chapter 3, Section 3.9, *Ecosystems*, of the Final EIS. Additional analysis of construction and operational impacts on wildlife from the Lynnwood Alternative, including the effects of noise and activity, are addressed in Appendix E.3, *Ecosystems Technical Report* (Sections 4.2.1.2 and 4.2.2.2), of the Final EIS.

The potential effects of nighttime light on wildlife utilization of the park and wetland have been considered and are presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.3), and Appendix E.3, *Ecosystems Technical Report*, of the Final EIS. No substantial adverse impacts on wildlife utilization in the adjacent park or wetland are anticipated as a result of nighttime light from the OMSF at the Lynnwood Alternative site.

### **Response to Comment L5-12**

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L5-13**

As indicated in Chapter 1, *Purpose and Need for the Project*, in the Final EIS, the purpose of the project is to enable Sound Transit to meet the maintenance and storage needs of the expanded fleet of LRVs identified in ST2. To do so, the facility must be close to an existing light rail guideway or one that is planned and funded under ST2. An OMSF near Paine Field does not meet this requirement because it is not part of ST2. Although addressed in the fiscally unconstrained Regional Transit Long-Range Plan, a light rail extension to Everett is not funded or approved by voters at this time.

### **Response to Comment L5-14**

Please see response to Comment L5-13. Chapter 3, Section 3.0, *Affected Environment and Environmental Consequences* (Section 3.0.2), of the Final EIS defines reasonably foreseeable future actions. “Sound Transit 3 (ST3),” as referenced in this comment, presumably refers to a future package of regional transit improvements that has not yet been defined and is, therefore, not included in Table 3-1 of the Final EIS.

### **Response to Comment L5-15**

Please see response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment L5-6 in this appendix.

### **Response to Comment L5-16**

The Minneapolis Transit operations and maintenance facility was not intended to be an example of an OMSF in a residential area. As discussed in Chapter 3, Section 3.3, *Land Use*, of the Final EIS, other OMSF sites were included to demonstrate the diverse range of land use patterns where OMSFs are sited throughout the United States. The Minneapolis Transit facility was included in the discussion because it is situated on light industrial lands adjacent to a regional trail and public open space (community garden); proximity to residential uses was not discussed or implied. The Massachusetts Bay Transportation Authority’s Riverside Yard is immediately adjacent to a community center and low-density multifamily residential development to the north; beyond these two parcels, there is a single-family residential development.

### **Response to Comment L5-17**

The report from the Urban Land Institute Advisory Services Panel (included as Appendix F.5 of the Final EIS) describes the panel’s assignment and recommendations. The panel of experts was not asked to evaluate the environmental impacts of the build alternatives. Instead, it was tasked with reviewing each alternative site, independent of the others, and providing observations and/or recommendations regarding ways to integrate an OMSF into respective neighborhoods and identify methods to maximize TOD and economic development opportunities at or around each build alternative site. Chapter 2, *Alternatives Considered* (Section 2.4), of the Final EIS summarizes the Urban Land Institute Advisory Services Panel process and recommendations and notes that the City of Lynnwood staff declined to participate in the field tours and workshops held with the panel.

### Response to Comment L5-18

Regarding the statement in Chapter 3, Section 3.6, *Visual and Aesthetic Resources* (Section 3.6.3.3), of the Final EIS that 52nd Avenue W acts as a barrier between the OMSF and surrounding neighborhood, the intent of the statement was to illustrate that 52nd Avenue W separates residents from the OMSF. This statement has been revised in the Final EIS for clarity. Chapter 3, Section 3.6, *Visual and Aesthetic Resources* (Section 3.6.4.5), of the Final EIS describes the visual impact on residents who live on 52nd Avenue W. Appendix F.3, *Visual Simulations and Key Observation Point Analysis*, of the Final EIS illustrates the visual impacts of the OMSF from 52nd Avenue W. Photographs F.3-19 and F.3-20 in Appendix F.3 of the Final EIS depict existing and simulated views of the Lynnwood site at 52nd Avenue W. Based on this simulation and the visual analysis conducted for this KOP, the degree of visual change at this location would be moderate (i.e., resulting in a moderate level of visual quality for residents along 52nd Avenue W).

### Response to Comment L5-19

Please see response to Comment L5-6. Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, of the Final EIS provides additional detail regarding relocation and states that relocation assistance would be available in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act and Sound Transit's Real Property Acquisition and Relocation Policy, Procedures, and Guidelines. Lighting and visual effects are addressed in further detail in Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, of the Final EIS.

### Response to Comment L5-20

Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods* (Section 3.5.7), of the Final EIS serves as a summary of the environmental justice analysis in Appendix C, *Environmental Justice*, of the Final EIS. As described in Appendix C, most impacts would be limited in scope, and adverse impacts would be mitigated through the implementation of effective mitigation measures, which are described throughout Chapter 3 of the Final EIS. Therefore, there would not be disproportionately high or adverse effects on minority and low-income populations under any alternative. Please also see response to Comment L5-6.

### Response to Comment L5-21

Chapter 3, Section 3.6, *Visual and Aesthetic Resources* (Section 3.6.3.3), of the Final EIS states that the Lynnwood landscape unit encompasses the Lynnwood Alternative site, which is bounded to the north by Cedar Valley Road, Scriber Creek Park, and Scriber Creek Trail; to the east by vacant parcels that are vegetated wetland areas; to the south by the Interurban Trail, warehouse development, and Interstate 5; and to the west by residential development. The site is mostly vacant, with commercial development located north of 204th Street SW and warehouse development north of the Interurban Trail. The Final EIS analysis states that nearby viewers include residents west of 52nd Avenue W; recreationists who use the park, trails, and local roadways; motorists on local roadways; and workers and patrons at businesses on and adjacent to the Lynnwood Alternative site. Chapter 3, Section 3.3, *Land Use* (Section 3.3.4.6), of the Final EIS, indicates that Sound Transit would be required to obtain a Conditional Use Permit from the City of Lynnwood. That process would further define design measures to address issues related to compatibility with adjacent land uses. The description of views of the visual setting and viewers is accurate. The analysis of impacts was based on the quality of existing views. As stated in the Final

EIS, no visual impacts would occur with implementation of the project. Landscaping would be required, per Lynnwood Municipal Code, to screen the site and enhance the visual quality of the perimeter of the proposed project. A sight-obscuring fence would be required at the site, per Lynnwood Municipal Code.

## Response to Comment L5-22

The impact assessment for noise and vibration was performed in accordance with FTA criteria. Furthermore, it evaluated and identified noise impacts under the City of Lynnwood Noise Control Ordinance. The analysis assumed worst-case operations at the project site; actual noise levels are expected to be lower than those presented in the analysis (e.g., warning horns are not installed on motor vehicles). However, mitigation is provided for noise impacts associated with the Lynnwood Alternative. This includes a noise wall along the side of the site (i.e., between the facility and residences). No noise impacts are predicted at Scriber Creek Park, and no impacts on wildlife are expected. Wildlife in the area would already be accustomed to noise from Interstate 5, truck traffic on adjacent arterials, and existing noise in the project area. Additional noise produced by operations at the OMSF, even during night hours, would not be expected to affect any local area wildlife. Appendix E.2, *Noise and Vibration Technical Report*, of the Final EIS has detailed information regarding the assumptions used in executing the noise analysis and the predicted noise levels for each of the residences located near the OMSF. Please see response to Comment L5-11. Noise and human disturbance issues were addressed in Appendix E.3, *Ecosystems Technical Report* (Section 4.2.2.1), of the Final EIS. Noise and disturbances related specifically to the Lynnwood Alternative are also addressed in Appendix E.3, *Ecosystems Technical Report* (Section 4.2.2.2), of the Final EIS. Additional detail regarding the potential for noise-related impacts on wildlife has been added to Appendix E.3, *Ecosystems Technical Report* of the Final EIS, and Chapter 3, Section 3.9, *Ecosystems*, of the Final EIS to focus specifically on the landscape setting of each site and the potential for noise to disturb wildlife during construction and operation of the OMSF.

## Response to Comment L5-23

This multipart comment includes several components, which are responded to in order.

1. Response to comment on Draft EIS page 3.9-16: The referenced section addresses short-term construction-related impacts. Long-term effects on wetland/riparian vegetation and associated ecological functions are addressed in Chapter 3, Section 3.9, *Ecosystems*. Potential impacts on ecological functions provided by the wetland are also discussed in Appendix E.3, *Ecosystems Technical Report* (Section 4.1.2), of the Final EIS.

The loss of vegetation at the outer western edge of the wetland, as well as temporary clearing activity and the placement of a support piling for the elevated track within the wetland, even if located near the thalweg of Scriber Creek, are not expected to create large areas of unshaded open water. As such, the potential for the Lynnwood Alternative to increase water temperatures downstream in either Scriber Creek or Swamp Creek is very low, as is the potential for an increase in predation, an increase in nutrients, or an increase in sunlight great enough to create algae blooms in the wetland. Additional analysis has been added to Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), and Appendix E.3, *Ecosystems Technical Report* (Section 4.2), of the Final EIS.

2. Response to comment on Draft EIS page 3.9-26: Compensatory mitigation for impacts on wetlands, streams, and other critical areas would be implemented in accordance with applicable federal, state, and local requirements and guidelines, including those related to an appropriate compensatory mitigation area, as noted in Chapter 3, Section 3.9, *Ecosystems* (3.9.6.2), of the Final EIS.
3. Response to comment on Draft EIS page 3.9-27: The referenced sentence presented a general reference to the efforts in the basin to restore and enhance stream and wetland habitats and thus the potential for positive cumulative effects within the basin relative to stream and wetland habitat conditions. The sentence has been removed; however, it does not change any conclusions presented in the Final EIS.
4. Response to comment on Draft EIS page 3.9-29: Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.6.2), of the Final EIS states that compensatory mitigation would be conducted in accordance with applicable federal, state, and local requirements and guidelines and further references the local Critical Areas Ordinance for Lynnwood. This section also states that Sound Transit would work with the City of Lynnwood to define appropriate mitigation, consistent with the local plans and regulations.  
  
Text under the *Approved Mitigation Bank* and *King County In-Lieu Fee Program* sections has been modified to reference specifically Lynnwood regulations regarding mitigation requirements for mitigation in the same drainage basin.
5. Response to comment on Draft EIS page 3.10-2, Table 3.10-1: Chapter 3, Section 3.10, *Water Resources* (Table 3.10-1), of the Final EIS has been revised to reflect current Category 5 water quality impairments in Swamp Creek (temperature, pH, and dissolved oxygen) and Scriber Lake (phosphorous).
6. Response to comment on Draft EIS page 3.10-3: Chapter 3, Section 3.10, *Water Resources* (Section 3.10.3.3), of the Final EIS has been corrected to appropriately describe Scriber Creek as it flows through the Scriber Creek wetland and the Lynnwood Alternative site, consistent with Chapter 3, Section 3.9, *Ecosystems*, of the Final EIS. This revision does not change any conclusions presented in the Final EIS.
7. Please see response to Comment L5-23, components 1 and 5.

### **Response to Comment L5-24**

To support design of an OMSF at the Lynnwood Alternative site, a retaining wall may be required along 52nd Avenue W. To ensure uniformity of finish for the structural guideway, portals, retaining walls, and mechanically stabilized earth walls and facilitate graffiti removal, all concrete structures that would be visible to the public would be sealed with a WSDOT-approved pigmented sealer. Landscaping would be provided along 52nd Avenue W, per City of Lynnwood Municipal Code and the conditions of the Conditional Use Permit. Please also see response to Comment L5-21.

### **Response to Comment L5-25**

Chapter 4, *Alternatives Analysis* (Section 4.1.1), of the Final EIS discusses how well each alternative meets the goal of providing efficient and reliable light rail service. Capital and operation costs are discussed in Chapter 4, *Alternatives Analysis* (Section 4.1.3), of the Final EIS. Information regarding the cost of the build alternatives is provided in Chapter 4, *Alternatives Analysis* (Table 4-3), of the Final EIS. Please see the response to Common Comment 1 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L5-26**

Switches used for access to and movements within the OMSF yard are included in the noise analysis.

### **Response to Comment L5-27**

The peak 1-hour equivalent sound level (Leq) at residences along 52nd Avenue W is shown in Table 6-4, of Appendix E.2, *Noise and Vibration Technical Report*. This is the noise metric used to assess proposed project's consistency with the City's noise regulations for EDNA classes. The levels shown represent the cumulative noise level that would be produced in 1 hour by operations at the OMSF.

### **Response to Comment L5-28**

There is no further change regarding the number of events. FTA provides three different levels, Infrequent Events (fewer than 30 events), Occasional Events (30 to 70 events) and Frequent Events (more than 70 events). Frequent Events is the most stringent category and the level that was used for this analysis.

### **Response to Comment L5-29**

L<sub>dn</sub> is a 24-hour noise measurement with a 10-decibel penalty for nighttime noise between 10 p.m. and 7 a.m. that pertains specifically to sleeping periods. This approach is conservative in that it artificially increases the predicted noise levels during these hours to address issues related to nighttime sensitivity. Appendix E.2, *Noise and Vibration Technical Report*, provides 24 graphs of the 1-hour measurements in an attachment for reference.

### **Response to Comment L5-30**

This information is included in the last bullet on page 5-2 of Appendix E.2, *Noise and Vibration Technical Report*.

### **Response to Comment L5-31**

The description provided in the second bullet point on page 5-2 is specific to the LRV wash systems. The automated door for the LRV wash system will operate as specified.

### **Response to Comment L5-32**

Wheel squeal, which results from steel wheels rolling on tight-radius curves, can vary widely, depending on the speed of the LRVs as they move through the curves. It is not caused by bearings or related to age. Lubrication has been the proven method for addressing this issue on Sound Transit and other light rail systems. For example, Portland, Oregon, has relied on this method for 20 years with success. As noted in Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.2.2), of the Final EIS, LRVs will not operate at high speeds within the OMSF (i.e., no greater than 8 mph). Therefore, wheel squeal is not expected to be an issue of concern.

**Response to Comment L5-33**

The analysis assumes the worst-case 1-hour  $L_{eq}$  and 24-hour  $L_{dn}$ , which are the normal descriptors for a technical noise analysis. The study also assumes worst-case operations. Actual noise levels are expected to be lower than those presented in the report. Please see response to Comment L5-29.

**Response to Comment L5-34**

No soil samples were taken at the Lynnwood Alternative site; soil samples are not required for vibration predictions. However, vibration propagation measurements were taken and were used to provide accurate vibration levels. Vibration propagation measurements were taken in the cul-de-sac at the south end of 53rd Avenue W, with an additional vibration propagation measurement taken in the Lynnwood Park and Ride lot. Testing in Portland and Seattle, as well as tests performed by FTA and others, show the wet soil does not have a measurable effect on the propagation of vibration from light rail operations. Modern light rail operations do not cause buildings to settle, especially at distances of more than 25 to 50 feet. The residences are more than 100 feet from the nearest tracks. The vibration levels are provided in Appendix E.2, *Noise and Vibration Technical Report*, of the Final EIS.

Vibration from a slow-speed modern light rail system would not produce excessive vibration at the residences across 52nd Avenue W given the distance from the OMSF. Multiple measurements support this conclusion.

**Response to Comment L5-35**

Appendix E.3, *Ecosystems Technical Report* (Section 3.2.2.1), of the Final EIS, states that Swamp Creek, Little Bear Creek, and North Creek are all tributaries to the Lake Washington hydrologic unit. The text has been revised to clarify that North Creek and Little Bear Creek, as well as Swamp Creek, are all tributaries to the Lake Washington hydrologic unit but are not tributary to each other.

The current Category 5 parameters on the 2012 303(d) list for Swamp Creek are dissolved oxygen, pH, and temperature, with Scriber Lake also listed for phosphorous. Swamp Creek is classified as Category 4A for fecal coliform and Category 2 (waters of concern) for mercury and bioassessment but is not 303(d) listed for these parameters at this time. The text has been revised to address the omission of the temperature and phosphorous listings.

Appendix E.3, *Ecosystems Technical Report* (Section 3.3.5.4), of the Final EIS was revised to include the potential for otters to occur periodically in the study area.



## **Letter L6, City of Lynnwood, Historical Commission**



6//23/14

Kent Hale  
Link Light Rail Operations and Maintenance Satellite Facility  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104-2826

RE: OMSF DEIS: City of Lynnwood Additional Comments, Historic Preservation

Dear Mr. Hale,

The Lynnwood Historic Commission advises the City Council on historic issues. At their recent meeting they crafted additional comments regarding the City's historic resources and OMSF impacts. Please accept these as an addition to the comprehensive comments the City submitted last week.

Paul Krauss AICP  
Lynnwood Community Development Director

Cedar Valley Grange

The Area of Potential Impact is described as the geographic area within which an undertaking may directly or indirectly cause alterations to the character or use of a historic property. Why the Cedar Valley Grange was not found to be of historic impact in Lynnwood during Sound Transit's evaluation is unknown. The Cedar Valley Grange (founded in 1909 as Hall's Lake Grange) was moved across the street from its original site to its present location in 1948, falling well within the City of Lynnwood's requirement of 50-year eligibility, having been present before the city even existed. It would be considered eligible for the Lynnwood Register of Historic Landmarks by age and because it exemplifies the cultural, social, and historic heritage of the City.

L6-1

To be eligible for registration on the National Register of Historic Places (NRHP), a building must meet one of four criteria, including being "...associated with events that have made a significant contribution to the broad pattern of our history." Given the role the Grange played in the history of Alderwood Manor and later the City of Lynnwood, it should be considered eligible for the Register. Once a historic resource is identified and evaluated, Criteria of Adverse Effects

## Responses to Letter L6, City of Lynnwood, Historical Commission

### Response to Comment L6-1

The Cedar Valley Grange property at 20526 52nd Avenue W (APN 00462600800400) was previously evaluated by Silverman (2012) for the Sound Transit *Lynnwood Link Extension Draft EIS* (Sound Transit 2013) and is recorded in the Washington Department of Archaeology and Historic Preservation's Washington Information System for Architectural and Archaeological Records Data (WISAARD). The evaluation lists the property as "not eligible." It was formally determined not eligible for listing in the National Register of Historic Places by the Federal Highway Administration and the Washington State Historic Preservation Officer (SHPO) on August 12, 2014. Appendix E.4, *Historic and Archaeological Resources Technical Report* (pages 4-4 and 6-9), references this information. The Cedar Valley Grange property is not listed in the Lynnwood Register of Historic Resources.

### Response to Comment L6-2

Several segments of the Seattle-Everett Interurban Railway that extend southwest-northeast through and in the vicinity of the Lynnwood Alternative area of potential effects have been previously evaluated and recorded in the Washington Department of Archaeology and Historic Preservation's WISAARD. These include evaluations by Gilpin (2009), Chambers (2012a), and Silverman (2012). The latter was conducted for the *Lynnwood Link Extension Draft EIS* (Sound Transit 2013). The Washington SHPO concurred with this evaluation and determined that the Interurban Railway was not eligible for listing in the National Register of Historic Places on December 2, 2012, and August 2, 2013. Appendix E.4, *Historic and Archaeological Resources Technical Report*, references this information (pages 4-3, 4-4 and 6-10) and provides a discussion of the Seattle-Everett Interurban Railway's route through both King and Snohomish Counties (pages 3-5 and 3-6).

### Response to Comment L6-3

Please see responses to Comments L6-1 and L6-2. No historic properties were identified in the study area for the Lynnwood Alternative area of potential effects. This includes properties that are eligible for or listed in the National Register of Historic Places, the Washington Heritage Register, or the City of Lynnwood Register of Historic Resources. The Cedar Valley Grange property is not listed in the Lynnwood Register of Historic Resources. All of the properties in the study area for the Lynnwood Alternative site were previously evaluated by Silverman (2012) for the *Lynnwood Link Extension Draft EIS* (Sound Transit 2013), determined "not eligible" for listing in the National Register of Historic Places, or were less than 50 years old. Because no historic properties are known to exist in the study area, future development is not expected to affect historic resources.

## **Letter L7, Edmonds School District**



## EDMONDS SCHOOL DISTRICT

20420 68th Ave. W., Lynnwood, WA 98036-7400  
<http://www.edmonds.wednet.edu>

Stewart Mhyre, MBA, CSBA  
 Executive Director  
 Business & Operations

Includes Brier, Edmonds, Lynnwood, Mountlake Terrace, and Woodway

June 18, 2014

Kent Hale, Senior Environmental Planner  
 Link Light Rail Operations Maintenance Satellite Facility  
 Sound Transit  
 401 S. Jackson Street  
 Seattle, WA 98104-2826

**Subject: Sound Transit Link Light Rail OMSF Draft EIS Comments:**  
 Response to Link Light Rail Operations Maintenance Satellite Facility Request for Comments on DEIS, including our recommendation to eliminate the proposed Lynnwood site from consideration

### Summary

Edmonds School District #15 owns the property, approximately located at 52<sup>nd</sup> Avenue West and SW 208<sup>th</sup> Street, Lynnwood Washington, which Sound Transit continues to consider as a build alternative for their Link Light Rail Operations Maintenance Satellite Facility. Throughout the review process the district has participated in face to face meetings with Sound Transit officials and has provided written and oral testimony supporting our position that the future District Support Center site is not a viable option for the planned OMSF. The leadership of the City of Lynnwood concurs, and has approved two resolutions which both succinctly cite the adverse impacts related to affordable housing, the recreational resources of Scriber Creek and associated wetlands, wildlife, and the development of the Puget Sound Regional Council Urban Center. The district, on behalf of our voting constituents, continues to request that Sound Transit remove the Lynnwood Alternative from consideration and offers the following specific comments about the contents of the DEIS, issued May 2014.

L7-1

### Comments (Bold)

#### Chapter 1: Purpose and Need for the Proposed Project

**Section 1.3** The project goals and objectives delineate transportation, environmental and financial goals.

**The DEIS has identified the Lynnwood Alternative as the most costly to construct and operate on an annual basis. Sound Transit's stated financial goal to "minimize system annual operating costs and support efficient and reliable light rail service." will not be met by selecting the district owned property as the preferred location.**

L7-2

#### Chapter 3: Affected Environment and Environment Consequences

**Section 3.1.1.2** "This headway does not meet Sound Transit's planned off-peak headway of 10 minutes until 10:00p.m. as shown in Table 3.1-1."

**Sound Transit's own analysis identifies the Lynnwood site will not meet their service policy requirements. None of the Bellevue locations identify headway concerns.**

L7-3

### • OUR MISSION •

To ADVOCATE for all students by PROVIDING a learning environment which EMPOWERS students, staff and the community to MAXIMIZE their personal, creative and academic potential in order to BECOME lifelong learners and responsible world citizens.

Section 3.2.4, Table 3.2-1 Affected Parcels and Displacements by Generalized Land Use Classification

L7-4

**The Lynnwood Alternative has the highest number of affected parcels.**

Section 3.3.3.3 Land Use - Lynnwood Alternative "As of early 2014, the Edmonds School District had completed environmental review and obtained land use approvals from the City of Lynnwood for its district support center. The school district, however, has not identified alternative locations for this facility."

**Prior to acquiring the proposed Lynnwood Alternative site, the district spent years researching potential places of sufficient size and central location, within district boundaries, to site a consolidated Maintenance/Transportation and Administrative campus. There are no other, comparable, available, properties or facilities and the district has no intention investing any more resources into a search we have already completed. In addition, millions of dollars of public funds have already been invested in the work done to date to prepare for the anticipated groundbreaking in June of 2015.**

L7-5

Section 3.6.4.3 Operational Impacts - Lynnwood Alternative

"Therefore, the OMSF Lynnwood Alternative would not result in a substantial change to the visual environment in most areas, depending on the Lynnwood Link Extension alternative chosen."

**This statement is not consistent with the pictures within Key Map F.3-1, specifically picture A. Picture A shows a significant change in landscaping and what is observable by those living across the street.**

**Also, in establishing the visual landscape in Key Map F.3 the DEIS failed to take pictures at a location that has the most visually accurate view. A much more representative location for what would be seen is the vista of the intersection of 204<sup>th</sup> Street West and 52<sup>nd</sup> Avenue West, facing in a south to south-easterly direction. This is a flaw that should be addressed.**

L7-6

Section 3.9.5 Indirect and Cumulative Impacts

"The OMSF Lynnwood Alternative's approximate 6 acres of vegetation and wildlife habitat impact, 1.6 to 1.8 acres of wetland impact, and 0.1 acre of aquatic impacts would add to these reasonably foreseeable project impacts from the Lynnwood Link Extension and, thus, contribute to cumulative impacts on the Scriber Creek subbasin, as well as to the greater Lake Washington watershed."

**This makes the environmental impact of the Lynnwood Alternative the highest of the options being considered, which does not meet Sound Transit's stated goal of "...being a responsible steward of the environment."**

L7-7

Section 3.15.4.3 Lynnwood Alternative - Operational Impacts

"No other acquisition of a public-service facility at the Lynnwood Alternative site would occur."

**This section only addresses the district's property and does not address the DSHS building to the north which provides a tremendous amount of public service to south Snohomish and North King Counties. This contradicts the stated Project Goal and Objective of "...being considerate of affected jurisdictions and the public..."**

L7-8

#### Chapter 4: Alternatives Analysis

##### Section 4.3 Areas of Controversy and Issues to be Resolved

**The first bullet asserts** "Determining whether the Edmonds School District could and would develop the portion of the Lynnwood Alternative site not needed for the OMSF to accommodate some functions of the planned district support center." is a known area of controversy and needs to be resolved.

**The district believes there is nothing to resolve. We have thoroughly analyzed the suggestion that our operational goals can still be met if we split the transportation function away from the warehouse and maintenance components and build it independently on the remaining property that the proposed OMFS would not occupy. The remaining property is not large enough to accommodate our buses, parking and other required elements of our Transportation operation.**

L7-9

#### **Closing Remarks**

The district supports the voter approved Regional Mass Transit Goals, which are being addressed, in part, by the proposed Link Light Rail Operations Maintenance Satellite Facility. However, we have remained constant since the Lynnwood Alternative was first identified, that the use of our designated District Support Center property is not the best option to provide for your OMSF needs. Our planned use of this property for a Maintenance/Transportation facility has been a part of our Capital Facilities Plan for over 8 years. The property will be used as an essential function of the public good of the Edmonds School District. First in 2006, and again in 2014, our voters overwhelmingly supported our plans for the District Support Center and the project is fully funded. We plan on breaking ground in May or June of 2015.

L7-10

As stated in the DEIS, the Lynnwood Alternative has the highest ecosystem and water resource impact, the greatest annual operating costs, and does not meet Sound Transit's own operational goals. Please carefully consider these comments, the support of the City of Lynnwood, the will of the voters in Snohomish County who passed a tax levy and bond sale to fulfill the district's Capital Facility Plan, and remove the Lynnwood site from consideration.

L7-11

If you have any questions or would like to discuss our response, please call me at 425-431-7015

Sincerely,



Stewart Mhyre – Executive Director, Business and Operations

C: Nick Brossoit, Ed.D – Superintendent  
Edmonds School District Board of Directors

## Responses to Letter L7, Edmonds School District

### Response to Comment L7-1

Opposition to the Lynnwood Alternative has been noted. The Lynnwood Alternative would not displace residents or otherwise affect affordable housing. The Lynnwood Alternative is not located within the Puget Sound Regional Council's designated Urban Center in Lynnwood. Please refer to response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS, which addresses impacts on the Scriber Creek wetlands.

### Response to Comment L7-2

Please see the response to Common Comment 1 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

### Response to Comment L7-3

Please see response to Comments L5-3 and L5-9.

### Response to Comment L7-4

The Lynnwood Alternative requires more parcel acquisitions than other build alternatives but has the fewest business displacements.

### Response to Comment L7-5

Please see response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment L7-6

Simulated KOPs were chosen to represent the most sensitive views, based on number of viewers, length of time a typical observer would see the view, and proximity of viewers to build alternative sites and their locations. Photograph F.3-2 (KOP A) shows the view of Lynnwood Alternative Design Option C1. Photograph F.3-8 (KOP A) shows the view of Lynnwood Alternative Design Option C2. KOP A is located at 206th Street SW rather than 204th Street SW; 206th Street SW looking to the north is a view of the bulk of the OMSF buildings and retaining wall for a typical viewer.

### Response to Comment L7-7

Please refer to response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

### Response to Comment L7-8

Chapter 3, Section 3.15, *Public Services*, of the Final EIS discusses existing conditions and potential impacts on public services at the build alternative sites. The public services considered in the analysis are fire and emergency medical services (including hospitals), police services, schools (public and private), and solid waste and recycling facilities. The analysis of potential impacts on the Department of Social and Health Services is described in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, and Appendix C, *Environmental Justice* of the Final EIS. Please also see response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.



### **Response to Comment L7-9**

Comment noted.

### **Response to Comment L7-10**

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

### **Response to Comment L7-11**

Comment noted. Please see responses to Comments L7-1 through L7-10.

## **Letter L8, King County Department of Natural Resources and Parks**



**King County**  
Department of  
Natural Resources and Parks  
Director's Office  
King Street Center  
201 S Jackson St, Suite 700  
Seattle, WA 98104-3855

June 20, 2014

Mr. Kent Hale  
OMSF DEIS Comments Sound Transit  
Union Station  
401 S. Jackson Street  
Seattle, WA 98104-2826

Dear Mr. Hale:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for Sound Transit's Link Light Rail Operations and Maintenance Satellite Facility (OMSF). King County Department of Natural Resources and Parks (DNRP) recognizes the importance of this proposed facility in Sound Transit's work to expand the regional light rail system.

Three of the four siting alternatives described in the DEIS would impact development of a regional trail in the Eastside Rail Corridor. King County holds a trail easement in the ERC, including that part of the corridor potentially impacted by these alternatives. Thanks to voters who last year approved a King County Parks levy that included a regional trail in the ERC, work is underway to develop a trail master plan. Given the potential impact of the OMSF on opportunities for trail development, it is crucial that Sound Transit and its OMSF design team work collaboratively with King County Parks and its trail planning team if facilities are to be successfully co-located in the corridor. Such a collaborative approach is an essential element of the multi-use vision that has been articulated by the Eastside Rail Corridor Regional Advisory Council, which includes Sound Transit CEO Joni Earl as a member.

L8-1

In addition to a trail easement, the DNRP Wastewater Treatment Division holds a utility easement in the portion of the corridor where the OMSF is being considered. King County Code 28.84.050 describes requirements Sound Transit's design team must consider for any development planned in proximity to wastewater facilities in the corridor.

L8-2

Sincerely,

Christie True

cc: Linda J. Sullivan, ERC Trail Master Plan Project Manager, Department of Natural Resources and Parks (DNRP)  
David St. John, Policy Advisor, DNRP  
Mark Lampard, Engineer, Wastewater Treatment Division, DNRP

Attachment: DNRP Detailed Comments

**Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)**

**Administrative Draft EIS**

**Cooperating Agency Review**

Comments Due to Sound Transit: June 23, 2014

Send completed comment form to [kent.hale@soundtransit.org](mailto:kent.hale@soundtransit.org)

**Review Comments**

Draft EIS Section	Section No.	Page No.	Line No.s	Exhibit/Table No.	Comment	Agency	Reviewer
Appx G. Conceptual Plans				Fig. S-4a	BNSF Modified Alternative straddles the Eastside Rail Corridor and adds 4 at-grade road crossings and 2 at-grade LRT track crossings of the trail. These intersections represent potential conflicts between trail users and ST operations. If this alternative is selected, the trail should be routed around the OMSF to the west for a length of approximately 2,000'.	King County Department of Natural Resources and Parks, Parks Division	Sullivan
Appx G. Conceptual Plans				Fig. S-2e	Lynnwood Alternative would build 3 storage tracks and access road in the Eastside Rail Corridor requiring up to 80' of corridor width, for a length of 1,500'. This could reduce the width available for other trail and utility uses to 20'. This could potentially accommodate a trail, depending on topography, but no other uses.	King County Department of Natural Resources and Parks, Parks Division	Sullivan
Appx G. Conceptual Plans				Fig. S-3a	BNSF Alternative, 2 tracks and 1/2 the width of an access road would be constructed in the Eastside Rail Corridor. Width used appears to be approximately 45' leaving 55' available for other uses. This accommodates a trail, and may accommodate other uses.	King County Department of Natural Resources and Parks, Parks Division	Sullivan
Appx G. Conceptual Plans				Fig. S-4a	The BNSF Modified Alternative is very close to the KC Eastside Interceptor sewer and King County Wastewater Treatment Division has an exclusive easement for that property, thus Sound Transit will need to submit drawings for Wastewater Treatment Division review as required by KC Code 28.84.050 prior to implementation.	King County Department of Natural Resources and Parks, Wastewater Treatment Division	Lampard

L8-3

L8-4

L8-5

L8-6

## **Responses to Letter L8, King County Department of Natural Resources and Parks**

### **Response to Comment L8-1**

Please see the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L8-2**

The requirements of King County Code 28.84.050 will be addressed as design of the OMSF progresses. Sound Transit initiated coordination with the King County Wastewater Treatment Division subsequent to publication of the Draft EIS. In addition to the Eastside Interceptor sewer line, which is located in the Eastside Rail Corridor, another large King County Wastewater Treatment Division sewer pipe, the Lake Hills Interceptor, crosses the Preferred Alternative site and connects to the Eastside Interceptor. The layout and configuration of the Preferred Alternative have been modified to avoid construction of OMSF buildings within the 10-foot easement area for this sewer pipe. Sound Transit will continue to coordinate regarding design and construction activities that have the potential to affect King County facilities and other utilities at the Preferred Alternative site.

### **Response to Comment L8-3**

Please see response to Comment L2-95 and the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L8-4**

Please see response to Comment L2-96.

### **Response to Comment L8-5**

Please see response to Comment L2-97.

### **Response to Comment L8-6**

Please see response to Comment L8-2.

## **Letter L9, Metropolitan King County Council**



**King County**

**Metropolitan King County Council**

King County Courthouse  
516 Third Avenue, Room 1200  
Seattle, WA 98104-3272

**206-296-1000** TTY 206-296-1024  
Toll Free: 1-800-325-6165  
[www.kingcounty.gov/council](http://www.kingcounty.gov/council)

June 20, 2014

Kent Hale  
Link Light Rail Operations Maintenance and Satellite Facility  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104-2826

Dear Mr. Hale,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for Sound Transit's Link Light Rail Operations and Maintenance Satellite Facility (OMSF). We applaud Sound Transit's work to expand the regional light rail system and acknowledge the importance of the OMSF in enabling this expansion to occur.

King County holds property interests along the ERC, and as members of the Metropolitan King County Council, we are committed to the vision for the corridor as a multi-use "corridor for the ages" that will provide economic, mobility, and recreational benefits to the Central Puget Sound region for generations to come. We are also committed to responsible urban growth that fits VISION 2040 and accommodates the population and job growth we expect to occur in our region.

As you know, three of the four OMSF alternatives under consideration involve use of a portion of the ERC. According to our understanding, the BNSF and BNSF modified alternatives would use 45 feet of the 100 foot ERC right of way for the OMSF, and the Lynnwood alternative would use 80 feet of the ERC right of way for storage tracks. These alternatives would leave 55 feet and 20 feet, respectively, for other uses in the corridor. Additionally, it appears that the BNSF modified alternative would involve three grade-separated crossings of the ERC.

L9-1

We are concerned that potential plans to use 45 to 80 feet of the ERC right of way for the OMSF, as well as add crossings over the ERC, may not preserve enough space for multiple uses in the corridor. We are particularly interested in preserving the potential for the ERC to accommodate a future north-south transit connection. The ERC is a valuable resource, serving as the last

untapped north-south connection between rapidly growing residential and employment centers in our region.

L9-1  
cont'd

Additionally, the BNSF and BNSF modified alternatives are within the station walk shed of the planned 120<sup>th</sup> Avenue NE East Link Light Rail Station in an area that the City of Bellevue has up-zoned to accommodate five thousand housing units and ten thousand employees. Considering the huge public and private investments being made in this area to accommodate growth for the future—including Sound Transit's East Link light rail—we see the site of the BNSF alternatives as most appropriately used for dense, mixed use development. We ask that you leave the rail corridor unimpeded. We also ask that Sound Transit consider the recommendations of the Urban Land Institute for successfully integrating the OMSF into the surrounding community.

L9-2

Thank you for your consideration of these issues.



Jane Hague  
Vice Chair, King County Council  
Co-Chair, ERC Regional Advisory Council

Sincerely,



Larry Phillips  
Chair, King County Council  
ERC Regional Advisory Council



Joe McDermott  
Vice Chair, King County Council



Kathy Lambert  
King County Councilmember  
ERC Regional Advisory Council



## **Responses to Letter L9, Metropolitan King County Council**

### **Response to Comment L9-1**

Sound Transit is committed to working with stakeholders and will continue to engage with the Eastside Rail Corridor Regional Advisory Council to ensure that the council's interests are considered throughout the design process and the obligations of the railbanking agreement are upheld. Please see the response to Comment L2-95 and response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment L9-2**

Please see the response to Common Comment 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Tribes**

### **Letter T1, Muckleshoot Indian Tribe, Fisheries Division**

**From:** Karen Walter [KWalter@muckleshoot.nsn.us]  
**Sent:** Monday, June 23, 2014 3:50 PM  
**To:** OMSF  
**Cc:** Hale, Kent  
**Subject:** Link Light Rail Operations and Maintenance Satellite Facility Draft Environmental Impact Statement

To Whom It May Concern,

We have reviewed the Draft Environmental Impact Statement (EIS) for Sound Transit's Proposed Link Light Rail Operations and Maintenance Satellite Facility project referenced above. We offer the following comments in the interest of protecting and restoring the Tribe's treaty-protected fisheries resources:

- |   |      |
|---|------|
| <p>1. As described in the Draft EIS and its appendices, the two BNSF alternatives have the fewest impacts to streams, floodplains, and wetlands based on the information in Tables 3.9-1 and 3.9-3. As a result, one of these BNSF alternatives should be pursued to avoid impacts to Scriber Creek or Goff Creek which would be adversely impacted by the Lynnwood Alternatives or the SR 520 alternative, respectively. While there are salmon access limitations currently for both Scriber Creek and Goff Creek, both of these streams should have their current WSDOT-owned fish passage barrier culverts on I-5 and SR 520 fixed as required by the recent federal court injunction under U.S. vs. Washington. This issue was not considered in the EIS and is relevant to the analysis as this is a foreseeable action and should be considered as part of the environmental assessment.</p> | T1-1 |
| <p>2. The methods section on page 3.9-2 under "Aquatic Resources" is a little misleading regarding tribal fishing. While there may be no directed tribal fisheries (commercial, subsistence, or ceremonial) in the immediate study area of the affected streams, rivers, pond, etc. (i.e. within 200 feet), the affected streams are part of the larger Cedar/Sammamish/Lake Washington watershed which is one of the watersheds that provides salmon for the Muckleshoot Tribe's fisheries. Impacts from this project either directly or indirectly could affect salmon that comprise, in part, the Tribe's fisheries.</p>   | T1-2 |
| <p>3. The DEIS lacks sufficient analysis regarding floodplain and wetland filling for the Lynnwood alternatives that can cause impacts to Scriber Creek. Specifically, floodplain and wetland fill in this vicinity can limit side channel and off-channel formation that can be used by juvenile fish. The fill described in the DEIS could create this impact and any future floodplain scour protection activities at the site or downstream can further impact these processes and fish habitat. It would be better to avoid this impact altogether by avoiding fill in these areas.</p>  | T1-3 |
| <p>4. As the proposed mitigation for any unavoidable impacts are not fully discussed yet, we are reserving our comments on the adequacy of the mitigation plan for unavoidable impacts to streams, wetlands, floodplains and buffers until the mitigation plan is more developed. Please note that it is our expectation to work closely with Sound Transit as this mitigation plan is developed whether King County's In Lieu program is used or permittee mitigation is proposed.</p>   | T1-4 |
| <p>5. We recommend that stormwater generated by this project be treated using "enhanced" techniques to maximize the reduction of oils, PAHs, and heavy metals in any discharged stormwater.</p>   | T1-5 |

We appreciate the opportunity to review this DEIS and look forward to having our comments sufficiently addressed in the FEIS and subsequent permits. Please let me know if you have any questions.

Thank you,  
 Karen Walter  
 Watersheds and Land Use Team Leader

*Muckleshoot Indian Tribe Fisheries Division  
 Habitat Program  
 39015 172nd Ave SE  
 Auburn, WA 98092  
 253-876-3116*

## Responses to Letter T1, Muckleshoot Indian Tribe, Fisheries Division

### Response to Comment T1-1

An analysis of the potential removal of barriers to fish passage and consequent effects of the SR 520 Alternative relative to future fish passage is provided in Chapter 3, Section 3.9, *Ecosystems*, and Appendix E.3, *Ecosystems Technical Report*, of the Final EIS. The potential for precluding fish passage in the future has been incorporated into the environmental impact analysis.

Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.3.3), states that despite the already-degraded condition, the stream channel and its buffer would be expected to provide rearing habitat for some resident fish and potentially anadromous fish should downstream fish passage barriers be removed in the future. Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS similarly states that the SR 520 Alternative would preclude upstream fish passage on Goff Creek if the migratory corridor were to be restored at some point in the future.

Appendix E.3, *Ecosystems Technical Report* (Section 4.1.2.2), of the Final EIS similarly acknowledges that the SR 520 Alternative would preclude fish passage into and past the site should the migratory corridor for salmonids and other fish species in Goff Creek be restored at some point in the future. Please see response to Comment L2-72 above and the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment T1-2

The referenced sentence has been amended to read as follows: "Although there is no commercial fishing in the aquatic resources study area, either by tribal or nontribal fishers, the streams of the study area are part of the Cedar/Sammamish/Lake Washington watershed, which provides salmon fisheries."

### Response to Comment T1-3

Additional analysis regarding the placement of fill within the 100-year floodplain of Scriber Creek and the elimination of off-channel habitat for juvenile salmonids has been added to Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), and Appendix E.3, *Ecosystems Technical Report* (Section 4.1.2.2), of the Final EIS.

### Response to Comment T1-4

Sound Transit will coordinate with the Muckleshoot Indian Tribe, Fisheries Division, during final design, and the tribe will be invited to participate in the permitting process.

### Response to Comment T1-5

All Sound Transit projects must mitigate unavoidable impacts, thereby ensuring that they will not reduce ecosystem function or acreage (see Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit [2007]). In addition, all Sound Transit projects must consider low-impact development (LID) methods, which often include technologies that maximize the removal of heavy metals and oils from stormwater, as a first choice for stormwater treatment. The OMSF design team will review the feasibility of LID strategies as the Preferred Alternative design advances and, if necessary, use other methods to protect water quality.

## **Businesses**

### **Letter B1, Acura of Bellevue**

Comments received from **Businesses** regarding the OMSF project are contained within this PDF.  
Comments have been bookmarked in the PDF alphabetically by the business name.

- 1 Acura of Bellevue
- 2 Adrenaline Watersports
- 3 Barrier
- 4 BECU
- 5 BMW of Bellevue
- 6 Eastside Staple and Nail
- 7 Ferguson Enterprises
- 8 Fireside Hearth & Home
- 9 Geoline, Inc
- 10 Harsch Investment Properties
- 11 JC Auto Restoration
- 12 Kiki Sushi
- 13 Law Office of James R. Walsh
- 14 Lifespring
- 15 Mayes Testing Engineers, Inc.
- 16 MJR Development
- 17 MOSAIC Children's Therapy Clinic
- 18 MRM Capital
- 19 Pine Forest Development
- 20 Realty Executives
- 21 Rockwell Institute
- 22 Vidvel, Inc
- 23 Wright Runstad & Co.

**From:** frankkelley88@gmail.com on behalf of Frank Kelley [frankkelley@acuraofbellevue.com]  
**Sent:** Monday, June 23, 2014 6:45 AM  
**Subject:** OMSF  
Maintenance facility in Bellevue

I work at Acura of Bellevue, and I have worked there for 21 years. We have employed 70 employees and created a huge tax base for the city and county in this location. Your purposes site couldn't be in a worse location. There are several established business in this purposes site. The other site you are recommending is mostly industrial area in a lowered area and would be mostly unseen. Please do not make us move. We would most likely have to move out of Bellevue due to the real estate prices in Bellevue.

B1-1

Sincerely

Frank Kelley  
Acura of Bellevue  
13424 NE 20th St  
Bellevue wa 98005

--

**Frank Kelley**  
General Sales Manager  
21 Years with Acura of Bellevue  
(425) 644-3000 xt 1105  
[acuraofBellevue.com](http://acuraofBellevue.com)

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**From:** shawnfinger@acuraofbellevue.com  
**Sent:** Saturday, June 21, 2014 12:27 PM  
**To:** OMSF  
**Subject:** Objection to Sound Transit maintenance yard

To whom it may concern:

I would like to strongly object to the proposed location of the Sound Transit Maintenance Yard location in Bellevue along NE 20<sup>th</sup> Street. This will affect so many businesses and force them to relocate if they are fortunate enough to be able to find a new, affordable location. I work at Acura of Bellevue and have since 1991; we are a large business and require a large plot of land in order to operate our business, it will be near impossible for us to find a suitable location in the area where we can rebuild. Because of this it would impact many of our employees forcing them to drive further and incurring more costs as a result of a relocation. The fact that these proposed maintenance yards were NOT a part of the initial proposal to the city of Bellevue regarding the Light Rail System was very deceiving and they are in fact not separate issues but one in the same. Again I strongly object to the proposed location along NE 20<sup>th</sup> in Bellevue and recommend you find a more suitable location where you are displacing only a few business instead of 120+ and the 1,000+ employee's. There are better locations such as the industrial area along 124<sup>th</sup> between Northup Way/NE 20<sup>th</sup> and Bel Red Rd.

B1-2

Sincerely,

Shawn Finger  
Internet Manager  
Acura of Bellevue  
[shawnfinger@acuraofbellevue.com](mailto:shawnfinger@acuraofbellevue.com)  
425-644-3000  
[www.acuraofbellevue.com](http://www.acuraofbellevue.com)

Hou...  
Store rs:  
Mon-Fri: 8:30 am – 8:00 pm  
Sat: 9:00 am – 7:00 pm  
Sun: 11:00 am – 5:00 pm





**From:** Jim Roper [jim\_roper@msn.com]  
**Sent:** Monday, June 23, 2014 11:41 AM  
**To:** OMSF  
**Subject:** No Rail Yard on Plaza 520 property

To whom it may concern,

My name is Jim Roper and I have been an employee at Acura of Bellevue going on 12 years. I am writing you today to reject locating the new transit rail yard on the Acura of Bellevue property. I know your selection committee has better options (less costly options to the tax payers) for the future maintenance facility. I also know that this committee will be faced with strong arm tactics by politicians and lobbyists to reject other sites due to who owns these sites. I understand that you may be forced to make a decision based on factors that aren't tied to what makes economic or business sense. What I do know is if this location is selected you will be putting hundreds of well-paying middle class jobs in limbo. Jobs that common folks may end up losing because a new location doesn't exist. So please, don't be sucked in by rich guys telling you what is best for them and what is not best for average Joe.

B1-3

Thank you,

Jim Roper

[jim\\_roper@msn.com](mailto:jim_roper@msn.com)

Sales Manager

Acura of Bellevue

## **Responses to Letter B1, Acura of Bellevue**

### **Response to Comment B1-1**

Opposition to the SR 520 Alternative due to displaced businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

### **Response to Comment B1-2**

Please see response to Comment B1-1.

### **Response to Comment B1-3**

Please see response to Comment B1-1.

## **Letter B2, Adrenaline Watersports**

**From:** Adrenaline Watersports Email [email@waterskideals.com]  
**Sent:** Wednesday, May 28, 2014 4:28 PM  
**To:** OMSF  
**Cc:** 'Adrenaline Watersports'  
**Subject:** Eastside Operations & Maintenance Satellite Facility (OMSF)  
**Attachments:** Tenant ST Letter-link light rail.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Attached you'll find a letter opposing the selection of an Eastside Operations & Maintenance facility. This site not only has ecological impacts but also economic impacts on commerce already in the area.

B2-1

Thanks,

Mike Bell  
Adrenaline Watersports  
13433 NE 20th St - Suite C  
Bellevue, WA 98005  
425-746-WAKE (9253)

**Spring Hours: Mon- Fri ( 11 to 7 ) Sat ( 11-4 )**  
**Closed Sunday**

Please send letter to: [omsf@soundtransit.org](mailto:omsf@soundtransit.org)

May 2014

**RE: OMSF DEIS Comments**

Dear Sound Transit Capital Committee and staff:

My name is Mike Bell, Owner of Adrenaline Watersports and I am a tenant at Columbia Business Park, which is across the street from a site that is under consideration by Sound Transit as “Alternative 4” in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

**I strongly oppose the selection of this site.**

We believe **protecting Goff Creek, a fish-bearing stream that currently daylights through the site under consideration, should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B2-2

We also believe **the heavy industrial use of the OMSF is not consistent with the City of Bellevue’s comprehensive plan.** Siting the OMSF at the site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B2-3

Finally, the SR 520 Alternative is also **within a stone’s throw from one of Bellevue’s oldest neighborhoods** – Bridle Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B2-4

*The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to “overbuild” the site and create a transit-oriented development that builds off the nearby Spring District development.*

B2-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B2-6

Thank you for considering our comments.

Sincerely,

## Responses to Letter B2, Adrenaline Watersports

### Response to Comment B2-1

Opposition to the SR 520 Alternative due to ecological and economic impacts has been noted.

### Response to Comment B2-2

Analysis of the impacts on Goff Creek is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS. Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B2-3

Please see the response to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B2-4

Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B2-5

Support for the Preferred Alternative and BNSF Modified Alternative over the SR 520 Alternative has been noted.

### Response to Comment B2-6

Opposition to the SR 520 Alternative due to effects on the surrounding neighborhood and businesses has been noted. Impacts on neighborhoods are addressed in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS.

## Letter B3, Barrier

**From:** Jorge Gonzalez [jorgegonzalez@barriermotors.com]  
**Sent:** Monday, June 23, 2014 4:52 PM  
**To:** OMSF  
**Subject:** OMSF DEIS Comment letter - Barrier Motors  
**Attachments:** OMSF DEIS Comment Letter - Barrier Motors.pdf

To Whom It May Concern,

Attached please find our comment letter a copy of which is being sent via certified mail.

Thank you,

Jorge Gonzalez  
1533 120th Ave NE | Bellevue, WA 98005 | 425.990.4445



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June 23, 2014

Kent Hale  
Link Light Rail Operations Maintenance and Satellite Facility  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104-2826

Sound Transit Link Light Rail, OMSF Draft EIS Comments

Dear Mr. Hale,

Thank you for allowing us to comment in the environmental review process, Barrier Motors owns and operates an automobile dealership (Barrier Audi), a four bay car wash that is available to all Barrier Motors clients, a vehicle storage lot, and a facility dedicated to prepare vehicles for retail, at a property adjacent to the former International Paper now owned by Sound Transit which is one the proposed sites for the maintenance and satellite facility.

Although we understand the need for such facility we object to this particular location for the negative and onerous impact it would have to our operations and our ability to conduct business, and for the following reasons,

- |   |      |
|---|------|
| <p>1. The Draft EIS does not adequately analyze the impact of removing over 25 acres of developable land already zoned for high density TOD from the watershed of the future 120<sup>th</sup> Station which is in direct conflict with Sound Transit's adopted TOD policy. This too undermines the investment that the region is making in a rail mass transit system which relies on dense development near the stations.</p>  | B3-1 |
| <p>2. The Draft EIS does not analyze the impacts of displacing future redevelopment that could be expected at each Alternative site. The document considers the future land use of a portion of the Lynnwood Alternative as a transportation facility for the Edmonds School District however it does not take into account possible future land use of the BNSF and BNSF Modified Alternatives sites. These sites have been zoned for high density multi-family residential, office and commercial uses and sit within the watershed of the 120<sup>th</sup> Station. The presence of the nearby station virtually ensures that these sites will develop quickly and in a manner that maximizes their zoned potential.</p> | B3-2 |
| <p>3. The Draft EIS does not adequately analyze the economic impacts to the City and Sound Transit by removing alternatives' property from development fees, traffic impact fees, and sales, revenue and property taxes. If the BNSF Alternative site is built to three quarters of its zoned</p>   | B3-3 |

and development potential, the site would contribute approximately \$19 million in transportation impact fees and \$32.7 million in development fees to the City.

B3-3  
cont'd

Following you will find examples and further clarification to our objections expressed above.

1. The OMSF is an industrial land use that is incompatible with the development required under current Bel-Red zoning.

The DEIS does not adequately analyze the impacts of the BNSF alternatives on the existing comprehensive planning and expected land uses. The OMSF is incompatible with the type of development reasonably expected under the existing zoning, such as The Spring District. After exhaustive study and community engagement, Bel-Red was re-zoned for high density, mixed-use transit-oriented development as part of the Bel-Red Subarea Plan and Planned Action EIS (2008). As a result, the BNSF and BNSF Modified Alternatives sites are now zoned for multi-family and mixed office/residential uses. Siting a new industrial use at the BNSF site also carries a substantial risk of inducing similar uses in the surrounding area, preventing the planned conversion of the area from its historical light industrial character to the mixed-use, transit-oriented development that the City has planned. The new industrial use in the center of what will otherwise become a vibrant transit oriented community would, at best, reduce its potential value to the region and at worst induce urban blight.

B3-4

Per the Bel-Red Subarea Plan: "A major theme of the Bel-Red Subarea Plan is the "nodal" development pattern, which concentrates future development in the vicinity of future light rail stations. Nodes are envisioned to be areas of sufficient development intensity, amenities, recreation opportunities, and mix of uses that support a high level of pedestrian activity. The decision to focus new employment-generating and higher density residential uses in the nodes is intended to link development areas to locations where planned transportation facilities will support development, and to protect residential neighborhoods located to the north, south and east of the corridor from cut-through traffic."

The Spring District is a 2.3 billion dollar Catalyst Project under the Bel-Red code, and a model for the type of mixed-use, dense, TOD expected in the area as the city of Bellevue's population grows. An industrial use at the BNSF site is inconsistent with the type of uses that should be sited within the development "nodes." The success of The Spring District depends at least in part on the development of similar mixed-use projects in the vicinity.

2. The DEIS does not analyze the impacts of displacing foreseeable development actions.

While the Draft EIS mentions possible future developments on the alternative sites and adjacent sites, the document does not fully analyze them. It focuses on present uses (i.e., light industrial land use in Bellevue) and not the potential and foreseeable development, which includes the development of high density, mixed-use transit-oriented development like The Spring District, allowed under the Bel-Red re-zoning.

B3-5

While Table 3-1 lists some foreseeable future actions, there is no analysis of the future conditions when these are built projects. Specifically, The Spring District has an approved Master Development Plan for over 5.3 million square feet of commercial, office, and residential space. Additionally, within The Spring District infrastructure for the first 1.5 million square feet has been constructed; two office buildings of 500,000 square feet are in review for building permit; and over 300 apartments are in the Administrative Design Review phase of approval. These improvements should be considered rather than the existing industrial land uses.

B3-5  
cont'd

Furthermore, there is not a consistent methodology between DEIS sections for measuring foreseeable future conditions compared to the No Build Alternatives. For example, the transportation elements refers to 2035 design year conditions, while other sections such as Noise and Visual and Aesthetics use a 2012 condition. This usage of the 2012 condition fails to address already-permitted Spring District development and foreseeable future development on and around the alternative sites.

3. Comparison to Existing "No Build "conditions should be extended to foreseeable development.

The City of Bellevue went through a substantial effort to re-zone the Bel-Red area and transform from a light industrial area to a mixed-use Office/Residential area.

B3-6

In order to fully evaluate the impacts of the OMSF, the No Build Alternative should consider future development, for which the jurisdictions have undergone significant re-zoning and planning. In Bellevue, the re-zone of the BNSF site is for mixed-use office/residential, which was part of the City of Bellevue 2008 Bel-Red Subarea Plan and Planned Action EIS. The OMSF No Build condition should also reflect build-out of the adjacent Spring District development.

4. Visual Impacts analysis does not consider foreseeable development.

While the Draft EIS acknowledges The Spring District development as an adjacent property, the document does not adequately analyze the visual impacts of the OMSF on adjacent properties with foreseeable development actions in the surrounding area. At the very least, The Spring District development should be acknowledged on Figure 3.6-2 and reflected in the analysis on Table 3.6-1.

B3-7

Visual impacts on The Spring District and the surrounding area are significant when analyzed with the future mixed-use office/residential development nearby. For example, The Spring District Master Plan has an 11-floor hotel sited on the corner of 120th Avenue NE and NE Spring Boulevard (formerly NE 15th Street) next to the 120th Station. The OMSF or Storage Tracks located on the BNSF site would have significant visual impacts to the hotel, which will overlook the BNSF property. Yet the DEIS analyzes visual impacts based on conditions existing in 2012, which are vastly different from the conditions we can reasonably expect in the near future.

5. Noise impacts analysis does not consider foreseeable development actions.

B3-8

The DEIS, Chapter 3.8, does not adequately analyze the noise impacts of the OMSF on foreseeable development actions in The Spring District and surrounding area. While it acknowledges The Spring District property as an adjacent property, it does not include the district's foreseeable development in the analysis. For example, The Spring District Master Plan has an 11-floor hotel sited on the corner of 120th Avenue NE and NE Spring Boulevard (formerly NE 15th Street). The OMSF or Storage Tracks located on the BNSF site would have significant noise impacts to the hotel in the night and early morning hours.

B3-8  
cont'd

As with visual impacts, using 2012 conditions as the background significantly understates the sensitivity of neighboring uses. The DEIS should assume the neighborhood will develop as mixed-use, TOD according to the Bel-Red zoning.

6. The DEIS does not analyze the alternatives with the future condition of 120th as a five-lane multimodal arterial.

The Spring District borders 120th Avenue NE and Spring District traffic is dependent on the function of the roadway. While the widening of 120th Avenue NE is mentioned in the document, Table 3.1-3 does not take into account the City of Bellevue's 120th Avenue NE widening project by design year 2035, The 120th Avenue NE widening project (Stages 2 and 3) – NE 8th Street to Northup Way. The project is part of the City of Bellevue's 12-year Transportation Facilities Plan and 6-year Capital Improvement Plan, which are both financially constrained lists.

B3-9

7. The DEIS does not analyze the loss of transportation impact fees and other development fees associated with potential development actions based on re-zoning efforts.

While Bellevue and Lynnwood city codes provide exemptions for essential public facilities from Transportation Impact Fees, the loss of transportation impact fees and incentive zoning fees from potential uses of the re-zoned sites should be quantified and included in the analysis. For example, if the BNSF Alternative site is built to three-quarters of its zoned development potential, the site could contribute approximately \$19M in transportation impacts and \$32.7M in incentive development fees. These fees would go to roadway improvements within downtown and Bel-Red on the City's CIP and TFP lists. The CIP and TFP projects are critical to reducing existing congestion in Downtown Bellevue and accommodating growth in all areas of Bellevue while providing local and regional connections. Without these transportation impact and incentive development fees, growth in Bellevue will be significantly impacted.

B3-10

8. The DEIS does not adequately analyze the loss of multi-family designated property within the watershed of the 120th Station.

Figure 3.3-2 shows the zoning of the BNSF and BNSF Modified Alternative sites within Bel-Red. The site is zoned for multi-family and office/residential development. The zoning was put in place to maximize the efficacy of the Sound Transit alignment and station location (120th Station). Taking away multi-

B3-11

family residential property within a half-mile of a station will negatively impact Sound Transit's ridership; the redevelopment of the Bel-Red Corridor; and the City of Bellevue's vision to create urban transit nodal neighborhoods with accessible transit for employment and workforce housing.

B3-11  
cont'd

9. The DEIS does not adequately analyze the property tax impacts from foreseeable development.

Table 3.4-6 shows the initial property tax impacts for 2012 based on current land uses and not the foreseeable development actions of the re-zoned sites. Components that were not taken into account but should be analyzed include:

B3-12

- Sales, revenue, B&O, and property taxes from new land use zoning
- Development fees for redevelopment allowed under land use codes
- The loss of transportation impact fees as essential public facilities are exempt

10. Proximity to LRT Station and Consistency with Sound Transit's Own Mission .

While it is obviously important that the OMSF be near the light rail line, it does not follow that the OMSF must be near a station. The Bellevue and Lynnwood alternative sites studied in the DEIS are located within 0.5-mile of future light rail stations. In anticipation of the Lynnwood Link Extension and East Link project, both cities have adopted land use regulations and undertaken subarea planning efforts to facilitate higher-density, TOD adjacent to the future light rail stations. Positioning an OMSF in these areas of higher density nodes of TOD undermines the fundamental rationale for light rail development. The sites with the greatest capacity for high-density, transit-oriented development should be eliminated from consideration.

B3-13

We appreciate allowing us to comment on the subject and although we have concerns about the alternatives being considered and the adequacy of the DEIS to study their impacts, we very much support the efforts of Sound Transit and recognize the hard work of its members to create an efficient regional light rail network. We look forward to working with you to find a solution that will best serve the region's goals of creating and connecting vibrant neighborhoods of transit-oriented development.

Sincerely,



Jorge Gonzalez, CFO

JG/jg

## Responses to Letter B3, Barrier

### Response to Comment B3-1

Please see responses to Common Comments 11, 12, 13, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B3-2

Please see responses to Common Comments 11, 12, and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B3-3

Please see responses to Common Comments 6 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B3-4

Please see responses to Comments L1-1 and L2-45 and responses to Common Comments 11, 12, 15, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B3-5

Please refer to responses to Common Comments 11, 12, and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which address concerns with the *Bel-Red Subarea Plan* and future development. NEPA requires an analysis of a project's alternatives impacts compared to a No Project Alternative, which in the case of the Final EIS, is based on a design year 2035 baseline. The noise and visual quality analyses consider existing uses, as well as reasonably foreseeable future development, as described in Chapter 3, *Affected Environment and Environmental Consequences*, of the Final EIS. The Spring District Master Plan is considered reasonably foreseeable by having obtained a Master Development Permit from the City of Bellevue. Accordingly, the noise and visual quality analyses consider future development envisioned at the Spring District (Chapter 3, Sections 3.6, *Visual and Aesthetic Resources*, and 3.8, *Noise and Vibration*, of the Final EIS). However, it is industry standard when analyzing traffic and air quality impacts on future baseline (horizon year) scenarios to conduct analyses. This is considered a more accurate approach to determining a project's potential to contribute to long-term or cumulative changes in the transportation network resulting from foreseeable development.

### Response to Comment B3-6

The No Build Alternative includes funded or committed projects that are considered likely to be implemented based on approved and committed funding. This includes the portions of the Spring District that have approval by the City of Bellevue. Please see the response to Common Comment 12 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment B3-5.



### **Response to Comment B3-7**

Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, of the Final EIS provides an analysis of potential impacts on the Spring District development; discussions are included in *Operational Impacts*, as well as *Indirect and Cumulative Impacts*. Please see response to Comment L2-46.

### **Response to Comment B3-8**

Please refer to response to Common Comment 24 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment B3-9**

Chapter 3, Section 3.1, *Transportation* (Table 3.1-3), of the Final EIS presents a summary of the existing condition of 120th Avenue NE. The paragraph that follows Table 3.1-3 lists several documents that identify planned roadway improvements that could alter the existing transportation network before the 2035 design year, including those planned for 120th Avenue NE. Appendix E.1, *Transportation Technical Report*, provides more details about the planned 120th Avenue NE improvements (Stage 2 & 3) - NE 8th Street to Northup Way (TIP #15, CIP #R-164, TFP #208). The access analysis for the Preferred Alternative and BNSF Modified Alternative sites presented in the appendix notes that, although 120th Avenue NE could be widened to five lanes by 2035 as part of TIP project #15, the majority of the funding for this project is currently unsecured. Therefore, the existing roadway configuration was assumed as a worst case for operational analyses. As shown, all turning movements at the proposed access are projected to operate at level of service (LOS) C or better during all peak hours. Therefore, the proposed project is not expected to result in any adverse traffic operational impacts at the site access driveway.

### **Response to Comment B3-10**

Please see the response to Common Comment 6 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment B3-11**

Please see the responses to Common Comments 12 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment B3-12**

Please see the responses to Common Comments 6 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment B3-13**

Opposition to locating a station in the vicinity of a station due to loss of TOD potential has been noted. Please see the response to Common Comment 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter B4, John Robertson



**From:** John Robertson [john.robertson@bellevuebrewing.com]  
**Sent:** Saturday, June 21, 2014 5:01 PM  
**Subject:** OMSF  
Bellevue Brewing Company Votes 'NO' on Bel-Red Rail Yard

To Whom It May Concern,

There has to be a better place to locate the rail yard than the currently proposed location. Displacing businesses in this current economic environment is hugely disruptive and the location is inferior to other options within the rail route that I, and many other real estate professionals, would be more than happy to identify.

B4-1

It's clear this is a vital component to the smooth running of a light rail system but a better, less disruptive location is surely something worth considering before construction commences given what is at stake. I am happy to spend some of my time working with officials to identify and even negotiate the acquisition of a more suitable site (or assemblage of sites).

Thank you for your time and please consider me a resource when navigating this difficult, sensitive process.

Best,

John

John G. Robertson  
Managing Member  
Bellevue Brewing Company, LLC

425.785.0171 Cell

Email

[john.robertson@bellevuebrewing.com](mailto:john.robertson@bellevuebrewing.com)

1820 130th Avenue N.E. ~ Suite 2  
Bellevue, WA 98005  
Facebook: [Bellevue Brewing Company](#)  
Twitter: @BellevueBrewing



## **Response to Letter B4, John Robertson**

### **Response to Comment B4-1**

Opposition to the SR 520 Alternative due to impacts on local businesses has been noted. Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. The process to identify and evaluate potential OMSF sites is described in Chapter 2, *Alternatives Considered*, of the Final EIS.

## **Letter B5, Boeing Employees Credit Union**

**From:** Kats, Gregg [gregg.kats@becu.org]  
**Sent:** Friday, June 20, 2014 4:50 PM  
**To:** OMSF  
**Subject:** Plaza 520 OMSF  
**Attachments:** Sound Transit Letter.docx

Sound Transit Officials,

Please find the attached letter for your records.

Thanks

---

Gregg R. Kats  
Vice President of Administration  
*more than just money®* **BECU** | Tukwila Financial Center  
Phone 206-439-5071 | Fax 206-439-5738 | [gregg.kats@becu.org](mailto:gregg.kats@becu.org)

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Please send letter to: [omsf@soundtransit.org](mailto:omsf@soundtransit.org)

June 2014

**RE: OMSF DEIS Comments**

Dear Sound Transit Capital Committee and staff:

BECU is a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as “Alternative 4” in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process. We are currently in the first year of a ten (10) year lease, with a significant capital investment into the space.

**As a business owner at this location, we strongly oppose selection of this site, as we would be forced to close this financial center, causing disruption to our many members that use this location for financial services.**

B5-1

In addition, we believe **protecting Goff Creek, a fish-bearing stream that currently daylights through the property should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B5-2

We also believe **the heavy industrial use of the OMSF is not consistent with the City of Bellevue’s comprehensive plan.** Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B5-3

Finally, the SR 520 Alternative is also **within a stone’s throw from one of Bellevue’s oldest neighborhoods** – Bridle Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B5-4

*The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to “overbuild” the site and create a transit-oriented development that builds off the nearby Spring District development.*

B5-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B5-6

Thank you for considering our comments.

Sincerely,

BECU and its Eastside Financial Center members.

**From:** Cardiff, Karrie [karrie.cardiff@becu.org]  
**Sent:** Monday, May 19, 2014 3:05 PM  
**To:** OMSF  
**Subject:** OMSF DEIS Comments  
**Attachments:** Tenant ST Letter.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Please see the attached letter in regarding OMSF location.

Thank you,  
Karrie

---

Karrie Cardiff MLO # 517621  
Eastside Financial Center Manager

*more than just money*\* **BE CU** | Eastside Financial Center  
Phone 206-436-2828 | Fax 206-835-8068 | [karrie.cardiff@becu.org](mailto:karrie.cardiff@becu.org)

*Please consider the environment before printing this email.*

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Please send letter to: [omsf@soundtransit.org](mailto:omsf@soundtransit.org)

May 2014

**RE: OMSF DEIS Comments**

Dear Sound Transit Capital Committee and staff:

My name is Karrie Cardiff, Branch Manager of BECU's Eastside Financial Center, a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

**As a business owner at this location, I strongly oppose selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for us – but for all small businesses at Plaza 520 who would be forced to close and relocate.**

B5-7

In addition, we believe **protecting Goff Creek, a fish-bearing stream that currently daylight through our property, should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B5-8

We also believe **the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan.** Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B5-9

Finally, the SR 520 Alternative is also **within a stone's throw from one of Bellevue's oldest neighborhoods** – Bridle Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B5-10

*The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.*

B5-11

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B5-12

Thank you for considering our comments'

Sincerely,

Karrie Cardiff

---

Karrie Cardiff MLO # 517621  
Eastside Financial Center Manager

*more than just money®* **BECU** | Eastside Financial Center  
Phone 206-436-2828 | Fax 206-835-8068 | [karrie.cardiff@becu.org](mailto:karrie.cardiff@becu.org)

## **Responses to Letter B5, Boeing Employees Credit Union**

### **Response to Comment B5-1**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment B5-2**

Please see response to Comment B2-2.

### **Response to Comment B5-3**

Please see response to Comment B2-3.

### **Response to Comment B5-4**

Please see response to Comment B2-4.

### **Response to Comment B5-5**

Please see response to Comment B2-5.

### **Response to Comment B5-6**

Please see response to Comment B2-6.

### **Response to Comment B5-7**

Please see response to Comment B5-1.

### **Response to Comment B5-8**

Please see response to Comment B2-2.

### **Response to Comment B5-9**

Please see response to Comment B2-3.

### **Response to Comment B5-10**

Please see response to Comment B2-4.

### **Response to Comment B5-11**

Please see response to Comment B2-5.

### **Response to Comment B5-12**

Please see response to Comment B2-6.



## **Letter B6, BMW of Bellevue**

**From:** Zabihi, Sean [ZabihiS@AutoNation.Com]  
**Sent:** Monday, June 23, 2014 1:24 PM  
**To:** OMSF  
**Cc:** Bellendir, Clare  
**Subject:** Re: STLLR OMSF EIS Comments  
**Attachments:** 2055-A06232014160657.pdf

Hello,

Please see attached comments against the proposed SR 520 Maintenance Facility alternatives.

Regards,  
Sean Zabihi  
BMW of Bellevue

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## BMW of Bellevue

Office Address  
13617 Northup Way NE  
Bellevue, WA 98005  
www.bmwofbellevue.com

425-643-4544 Main  
425-643-1027 Fax

Attention: Sound Transit Link Light Rail OMSF Draft EIS Comments  
Sound Transit  
Union Station  
401 South Jackson Street  
Seattle, WA 98104

**Re: Draft EIS Comments against SR 520 Alternative**

To Whom It May Concern:

I am the manager of the BMW of Bellevue Dealership located at 13617 Northup Way NE in Bellevue, Washington. Please send correspondence related to this comment to my attention and to this address. I have been the manager for the dealership for 20 years. In the recent years we have spent well over \$20M in refurbishing and expanding our dealership. Our investment decisions were based upon our history at this location. We could have made the investments at other locations however we enjoyed the benefit of having other auto dealers in the area. We are alarmed that Sound Transit is considering building its Operations and Maintenance Satellite Facility neighboring our property and in the process taking away yet another one of those dealerships.

If Sound Transit chooses the SR 520 Alternative, it will severely change the composition of our business community. The SR 520 Alternative will result in demolishing a sizeable business park and Acura of Bellevue. Car dealerships try to be concentrated in an area in order to attract and provide options for prospective customers. Sound Transit will already demolish the Park Place Motor's property located on the corner of NE 20th Street and 136th Pl. NE as part of its main rail line. The SR 520 Alternative would hurt our ability to run our business on the property. It will further change the composition from a vibrant business area into an industrial area, which is a disincentive for potential customers to visit the area. It will certainly displace a lot of businesses unlike other alternatives being considered.

B6-1

The SR 520 Alternative will also severely impact traffic in our area. It is our understanding that construction of the OMSF will take place in conjunction with the East Link construction. Depending on the timing of construction, we would potentially have construction directly east of our property (and on our property) for the main line and construction activities to the north of our property (for the OMSF). We are already concerned about the construction that will take place on our property for the main line. Construction activities to the north of us will further impact our ability to attract customers and use our property effectively during and after construction.

B6-2



## BMW of Bellevue

Office Address  
13617 Northup Way NE  
Bellevue, WA 98005  
[www.bmwofbellevue.com](http://www.bmwofbellevue.com)

425-643-4544 Main  
425-643-1027 Fax

Finally, the SR 520 Alternative will hurt the environment because Goff Creek runs through the proposed OMSF site. We spent a significant amount of money when we developed our property to preserve the creek. In fact, we were prohibited from touching certain parts of our property to preserve environmentally sensitive areas. It would seem unfair for Sound Transit to alter this resource on a whim.

B6-3

We strongly urge Sound Transit to consider an alternative that has less of an impact on our community and the environment. We believe that the Lynwood site will have the least impact on community and environment.

B6-4

Thank you for your consideration of our comments. I would be happy to elaborate on any of these comments.

Best Regards,

A handwritten signature in black ink, appearing to read 'Sean Zabihi'.

Sean Zabihi

BMW of Bellevue

## Responses to Letter B6, BMW of Bellevue

### Response to Comment B6-1

Comment noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

### Response to Comment B6-2

Opposition to the SR 520 Alternative due to cumulative construction traffic impacts on surrounding land uses has been noted. Chapter 3, Section 3.1, Transportation, of the Final EIS acknowledges that construction for East Link would overlap with the planned construction period for the proposed OMSF, which could result in potential construction impacts, including some short-term lane closures, increased haul traffic, transit route changes, and temporary sidewalk closures near the OMSF site. To minimize these potential impacts, a construction transportation management plan (CTMP) addressing site access, traffic control, and hauling routes; construction employee parking; and pedestrian and bicycle control in the area would be prepared per City of Bellevue requirements, as applicable (see Appendix E.1, Transportation Technical Report). As determined in Chapter 3, Section 3.1, Transportation, and Appendix E.1, Transportation Technical Report, of the Final EIS, implementation of the CTMP, along with adherence to permitting requirements and design standards, would minimize traffic impacts during construction. Furthermore, the SR 520 Alternative would result in net decreases in traffic generated on local roadways compared to the existing land uses on those sites after construction.

### Response to Comment B6-3

Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B6-4

Support for the Lynnwood Alternative as compared to the other build alternatives has been noted.

## **Letter B7, Eastside Staple and Nail**

**From:** Kevin Kopak [mailto:[jkopak@eastsidestaple.com](mailto:jkopak@eastsidestaple.com)]  
**Sent:** Wednesday, May 21, 2014 12:43 PM  
**To:** Kraus, Sonja  
**Cc:** Marchione, John; [cbalducci@bellevuewa.org](mailto:cbalducci@bellevuewa.org)  
**Subject:** Sound Transit Maint facil. Bellevue

Hello Sonja, Claudia and John,

I would like to update you on what business decisions we have made in regards to Sound Transits future potential property acquisition.

I have turned down two opportunities to refinance our building due to the uncertain future of our property at 1917 120<sup>th</sup> Ave. NE in Bellevue. Sound Transits lingering decision of its maintenance facility location has cost me hundreds of thousands of dollars in interest savings I could have saved if I had re-fied. As you know on most all bank mortgages on long term commercial property loans, they carry a pre-payment penalty {In my case \$ 300,000.00} to protect them on an early payoff. Now I know, according to your pamphlet, ST would be responsible for this but I felt at this time in the best interest of Sound Transit, I would pass.

B7-1

I have been told that a location decision would be coming from Sound Transit by August 2014. I hope this is the case because as you know it is very difficult under these uncertain circumstances to run a business. I have been in Bellevue for 33 years and this is a very difficult situation for us to be in. I only hope that once you have made your decision, interest rates will not have raised or if my location is needed, my business or the future property potential won't be seriously impacted. Not being able to be in Bellevue would be a tremendous blow to our business!

B7-2

Thank You,

Best Regards,

Kevin and Kathi Kopak --- Eastside Staple & Nail, Inc / JTN Properties

## Responses to Letter B7, Eastside Staple and Nail

### Response to Comment B7-1

Your concern over the timing for potential property acquisition is noted. The Sound Transit Board of Directors is expected to select the project to build in fall 2015, after completion of the environmental review process. Until that time, Sound Transit would not acquire properties needed for the proposed project.

### Response to Comment B7-2

In July 2014, after a 45-day Draft EIS public review and comment period, the Sound Transit Board identified the BNSF Alternative as the Preferred Alternative for evaluation in the Final EIS. All build alternatives are still being considered, and the Sound Transit Board of Directors will make a final decision on the project to be built following publication of the Final EIS. If the Preferred Alternative or the BNSF Modified Alternative is selected as the alternative to be built, acquisition of Eastside Staple & Nail would be needed. Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, of the Final EIS states that Sound Transit would provide relocation assistance to displaced businesses.



## Letter B8, Ferguson Enterprises

**From:** Michelle.Hernandez@Ferguson.com  
**Sent:** Tuesday, May 27, 2014 1:01 PM  
**To:** OMSF  
**Subject:** OMSF DEIS Comments  
**Attachments:** 20140527153708772.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Please see the attached letter.

Best,

Michelle Hernandez  
Real Estate Administrator - Western Region  
(757) 223-6348



Ferguson Enterprises, Inc.  
Corporate Offices in Hampton Roads  
12500 Jefferson Avenue  
Newport News, VA 23602-4314  
Phone: (757) 874-7795  
FAX: (757) 989-2501

Reply to: P.O. Box 2778  
Newport News, VA 23609-0778

www.ferguson.com

**RE: OMSF DEIS Comments**

Dear Sound Transit Capital Committee and staff:

My name is Steve Adcox and Ferguson Enterprises, Inc. is a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

**As a business owner at this location, I strongly oppose selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for us – but for all small businesses at Plaza 520 who would be forced to close and relocate.**

B8-1

**In addition, we believe protecting Goff Creek, a fish-bearing stream that currently daylight through our property, should be a priority. Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.**

B8-2

**We also believe the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan. Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.**

B8-3

**Finally, the SR 520 Alternative is a home stone's throw from one of Bellevue's oldest neighborhoods – Bridle Trails – and understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.**

B8-4

**The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.**

B8-5


**Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.**

B8-6

Thank you for considering our comments.

Sincerely,

FERGUSON ENTERPRISES, INC.

  
Steve Adcox  
Assistant General Counsel

Nobody expects more from us than we do.

## **Responses to Letter B8, Ferguson Enterprises**

### **Response to Comment B8-1**

Please see response to Comment B5-1.

### **Response to Comment B8-2**

Please see response to Comment B2-2.

### **Response to Comment B8-3**

Please see response to Comment B2-3.

### **Response to Comment B8-4**

Please see response to Comment B2-4.

### **Response to Comment B8-5**

Please see response to Comment B2-5.

### **Response to Comment B8-6**

Please see response to comment B2-6.

## Letter B9, Fireside Hearth & Home

**From:** CNirk@aol.com  
**Sent:** Friday, June 20, 2014 8:47 AM  
**To:** OMSF  
**Cc:** kathryn1@harsch.com; shawnd@harsch.com; johnw@firesidehearthandhome.com; billn@firesidehearthandhome.com; cnirk@aol.com  
**Subject:** No on SR 520 Alternative  
**Attachments:** No on SR 520 Alternative.doc

To: Sound Transit Board Members and Staff

Please read the attached letter from Fireside Hearth and Home which is submitted for public comment in opposition to SR 520 alternative.

Thank you for your consideration.

John Waterstraat, Owner and President

Bill Nirk, Owner and CEO

## No on SR 520 Alternative

June 19, 2014

Dear Sound Transit Board Members and Staff:

As owners of Fireside Hearth and Home, a family-owned business and one of the more than 40 businesses at Plaza 520, we **respectfully and adamantly oppose** the selection of the SR 520 alternative, otherwise known as Alternative 4, as Sound Transit OMSF Preferred Alternative.

B9-1

Selection of this alternative would cause irreparable harm to not only our business and employees, but also the shuttering of more than 40 small businesses and non-profits. Adding a 25-acre heavy industrial use to this vibrant mixed-use neighborhood would be a detriment for all who live, work, shop and enjoy this area.

B9-2

In 2006 we began a search for a new showroom location to serve our Eastside builder and homeowner customers. After months of searching, we decided on the current location. In January 2007, we began a 12-month process to build a 6700 square-foot showroom, investing over half a million dollars in construction costs, displays and signage designed to feature fireplaces, garage doors, and outdoor living products. Our grand opening was held in January 2008, just months before the recession hit in the fall of 2008.

B9-3

During the recession, we took many steps to tighten our belts and were very thankful to survive the downturn in the economy. Much of our builder business was especially hard-hit, which directly affected us. As with any new location, it has taken awhile to become established. In the last couple years, we have established ourselves as a premier retailer, as well as continued to serve over 50% of builders in the area who use our showroom to serve their customers. This has allowed us to become the largest supplier of fireplaces and garage doors to the builders in the Northwest.

B9-4

Over the past couple of years, we have gone into great expense to update our showroom with new products and updated designs. It will take years to recoup those expenses. To be forced to move would not only set us back years, it would also place a heavy financial burden on the business that would never be recouped.

B9-5

When we first moved to this complex, Ambiente Tile was one of the very few businesses that was geared to a homeowner / builder market. Today, with the addition of several new businesses, Plaza 520 has become a destination design center for Bellevue and vicinity.

B9-6

In addition to upending numerous businesses, we believe protecting Goff Creek, a fish-bearing stream that currently daylights through our property, should be a priority. Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B9-7

We also believe the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan. Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B9-8

Finally, the SR 520 Alternative is also within a stone's throw from one of Bellevue's oldest neighborhoods --Bridle Trails -- and we understand there is strong concern about the impacts of heavy industrial use on this community of more than 5,000 homes.

B9-9

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

B9-10

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small businesses and the surrounding neighborhood.

B9-11

Thank you for considering our comments.

John Waterstraat, Owner & President

Bill Nirk, Owner & CEO



## **Responses to Letter B9, Fireside Hearth & Home**

### **Response to Comment B9-1**

Opposition to the SR 520 Alternative has been noted.

### **Response to Comment B9-2**

Please refer to response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment B9-3**

Comment noted.

### **Response to Comment B9-4**

Comment noted.

### **Response to Comment B9-5**

The property acquisition and relocation process includes property appraisal, which would account for the value of improvements to properties at the time they are acquired.

### **Response to Comment B9-6**

Comment noted.

### **Response to Comment B9-7**

Please see response to Comment B2-2.

### **Response to Comment B9-8**

Please see response to Comment B2-3.

### **Response to Comment B9-9**

Please see response to Comment B2-4.

### **Response to Comment B9-10**

Please see response to Comment B2-5.

### **Response to Comment B9-11**

Please see response to Comment B2-6.

## **Letter B10, Geoline, Inc.**

**From:** Mark Congdon [mark.congdon@geoline.com]  
**Sent:** Wednesday, May 21, 2014 10:49 AM  
**To:** OMSF  
**Subject:** Tenant ST Letter.docx  
**Attachments:** Tenant ST Letter.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi,

Please see attached letter.

Regards,

Mark

Mark Congdon  
General Manager  
Geoline Inc.  
425.452.2708 office  
425.919.4646 mobile  
[mark.congdon@geoline.com](mailto:mark.congdon@geoline.com)  
[www.geoline.com](http://www.geoline.com)



Please send letter to: [omsf@soundtransit.org](mailto:omsf@soundtransit.org)

May 21, 2014

**RE: OMSF DEIS Comments**

Dear Sound Transit Capital Committee and staff:

My name is Mark Congdon and am a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as “Alternative 4” in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

**As a business owner at this location, I strongly oppose selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for us – but for all small businesses at Plaza 520 who would be forced to close and relocate.**

B10-1

In addition, we believe **protecting Goff Creek, a fish-bearing stream that currently daylight through our property, should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B10-2

We also believe **the heavy industrial use of the OMSF is not consistent with the City of Bellevue’s comprehensive plan.** Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B10-3

Finally, the SR 520 Alternative is also **within a stone’s throw from one of Bellevue’s oldest neighborhoods** – Bridle Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B10-4

*The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to “overbuild” the site and create a transit-oriented development that builds off the nearby Spring District development.*

B10-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B10-6

Thank you for considering our comments.

Sincerely,

Mark Congdon  
General Manager  
Geoline Inc  
[mark.congdon@geoline.com](mailto:mark.congdon@geoline.com)  
425.452.2700

## **Responses to Letter B10, Geoline, Inc.**

### **Response to Comment B10-1**

Please see response to Comment B5-1.

### **Response to Comment B10-2**

Please see response to Comment B2-2.

### **Response to Comment B10-3**

Please see response to Comment B2-3.

### **Response to Comment B10-4**

Please see response to Comment B2-4.

### **Response to Comment B10-5**

Please see response to Comment B2-5.

### **Response to Comment B10-6**

Please see response to Comment B2-6.

## **Letter B11, Harsch Investment Properties**

**From:** Robert Aigner [roba@harsch.com]  
**Content:** Friday, May 09, 2014 3:38 PM  
**Re:** OMSF  
**Subject:** OMSF DEIS Comments  
**Attachments:** OMSF DEIS Comment letter.doc



---

**Rob Aigner | Senior Vice President and Regional Manager | Harsch Investment Properties**

13228 NE 20<sup>th</sup> Street Suite 300 | Bellevue, WA 98005

Desk: 425.974.3200 | Mobile: 206.948.0607 | [roba@harsch.com](mailto:roba@harsch.com)

[www.harsch.com](http://www.harsch.com) |   

**From:** Franklin, Jenna [Jenna.Franklin@soundtransit.org]  
**Sent:** Friday, June 06, 2014 12:23 PM  
**To:** OMSF; Parker, Trinity; Robert Aigner (roba@harsch.com)  
**Subject:** FW: OMSF Bellevue Siting Comments  
**Attachments:** Sound Transit Board Letter Post Hearing.doc

Hi Rob,

Thanks for attending yesterday and for working with Sound Transit to engage the Plaza 520 stakeholders. We have recorded this comment in the formal record and it will be responded to in the Final EIS. Please let me know if you need anything as the project progresses.

-Jenna

Jenna Franklin, Sound Transit Community Outreach Specialist  
**Desk** (206) 903-7752 | **Mobile** (206) 687-6623 | [jenna.franklin@soundtransit.org](mailto:jenna.franklin@soundtransit.org)

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**From:** Robert Aigner [<mailto:roba@harsch.com>]

**Sent:** Friday, June 06, 2014 11:18 AM

**To:** 'kcexec@kingcounty.gov'

**Cc:** Email The Board; Franklin, Jenna; Parker, Trinity; Williams, Michael; [natalie@nataliequickconsulting.com](mailto:natalie@nataliequickconsulting.com); Susanne Orton

**Subject:** OMSF Bellevue Siting Comments

Thank you.



---

**Rob Aigner** | Senior Vice President and Regional Manager | Harsch Investment Properties

13228 NE 20<sup>th</sup> Street Suite 300 | Bellevue, WA 98005

Desk: 425.974.3200 | Mobile: 206.948.0607 | [roba@harsch.com](mailto:roba@harsch.com)

[www.harsch.com](http://www.harsch.com) |   





## HARSCH INVESTMENT PROPERTIES

May 9, 2014

### RE: OMSF DEIS Comments

My name is Rob Aigner and I am the Senior Vice President and Regional Manager at Harsch Investment Properties here in Bellevue WA. We own the 11 acre office and retail site, known as Plaza 520, which is under consideration for a possible OMSF in Alternative 4, otherwise known as the SR 520 Site. This letter is to help outline the impractical, expensive, and adverse reasons for siting the OMSF facility at the SR 520 Alternative.

Our property is home to about 40 local tenants who represent a wide-range of businesses. We serve a diversity of small and important tenants; including non-profits such as Mosaic Rehabilitation Clinic for Autistic Children and Overlake Service League which is known as Bellevue LifeSpring, to for profit businesses such as Daly's Paint and Stain, and Fireside Hearth and Home retailers, just to name a few. As vested members of the community and long term holders of real estate, we just completed construction last December of a multi-million dollar Eastside Financial Center for Boeing Employee Credit Union (BECU). We're currently 100% leased, but are in the process of losing a couple of tenants. What do we tell the small breakfast operator who is looking at our project today for a new location, or the residential real estate company that has expressed interest in locating at Plaza 520? The fact is, selection of the SR 520 Alternative would mean displacement of all 40 tenants and would certainly cause tremendous financial and emotional hardship for all of these small business owners. Over the years, we have taken great pride in leading the way for Bel-Red area redevelopment and we feel Plaza 520 is unequivocally, the nicest property along the Northup Corridor.

B11-1

We also have great concern about the impact of siting a 25 acre heavy industrial use on top of Goff Creek, which currently daylights through our property. This fish bearing (cutthroat trout) sensitive stream is a design feature of Plaza 520 and we have taken great care in preserving its rambling course of flow throughout our property. Currently we are working with the City of Bellevue, and other appropriate agencies, on a \$100,000+ landscape plan where the stream overflows its banks so as to preserve its ambling and natural bio swale features. The DEIS has stated that the 'SR 520 alternative would have the greatest aquatic resource impacts' related to the required 700 feet of new pipe needed to contain the creek where it currently is day lighted through the site. Even the 130<sup>th</sup> Street Station Area Plan, City of Bellevue document on page 47 references: "...Goff Creek supports resident fish within the 130<sup>th</sup> Avenue NE station area, and salmon spawn just downstream from the fish passage barrier at Bel-Red Road. Salmon can again spawn in this reach of Goff Creek when habitat

B11-2

improvements are made.” I do not believe that an OMSF siting with its 700 feet of pipe just upstream would be characterized as habitat improvement.

B11-2  
cont'd

The heavy industrial use of the OMSF is also not consistent with the City of Bellevue's comprehensive plan and the recent rezone as part of the Bel Red Subarea plan. It is going the wrong way from a policy standpoint. It adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B11-3

The SR 520 Alternative is also within a stone's throw from one of Bellevue's oldest neighborhoods – Bridal Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B11-4

Given that Sound Transit previously purchased the International Paper site last August for \$23M, which is central to both BNSF alternatives, and that the SR 520 Alternative would be one the most expensive to build, we urge Sound Transit to strongly consider these consequences – as well as the impacts on Goff Creek and the hardship on our small business tenants - as you begin this DEIS process and move toward a Preferred Alternative.

B11-5

I am aware that there is no municipality for the potential OMSF site (either Lynwood or Bellevue) that actually wants it as currently proposed. I can't help but have the feeling that a more suitable alternative exists somewhere in the region. To that end, if the opportunity ever presented itself to re look at additional options, I would be more than happy to volunteer my 30+ years of commercial real estate expertise to find a more suitable and agreeable location.

B11-6

Sincerely,

Rob Aigner  
Harsch Investment Properties-Owner of Plaza 520  
Senior Vice President and Regional Manager

## **Responses to Letter B11, Harsch Investment Properties**

### **Response to Comment B11-1**

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

### **Response to Comment B11-2**

Please see response to Comment B2-2.

### **Response to Comment B11-3**

Please see the response to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment B11-4**

Please see response to Comment B2-4.

### **Response to Comment B11-5**

Chapter 3, Sections 3.9, *Ecosystems*; 3.10, *Water Resources*; and 3.4, *Economics*; and Chapter 4, *Alternatives Analysis*, of the Final EIS consider the economic and ecological impacts of the build alternatives in Bellevue. The BNSF Alternative site was identified by the Sound Transit Board of Directors as the Preferred Alternative in July 2014.

### **Response to Comment B11-6**

Thank you for the offer to help identify a more suitable alternative site. Sound Transit has undergone an extensive identification and evaluation process to determine potential OMSF sites, as described in Chapter 2, *Alternatives Considered*, of the Final EIS.

## Letter B12, JC Auto Restoration

**From:** lisapete56@comcast.net  
**Sent:** Sunday, June 22, 2014 11:36 PM  
**To:** OMSF  
**Subject:** comments to Draft EIS for OMSF  
**Attachments:** OMSFResponseJune2014.docx

Good evening,

Attached please find our comments about siting the proposed OMSF in Lynnwood.

Thank you for giving us this opportunity to comment, and for taking our thoughts into consideration.

Jeff Carter and Lisa Peterson

Jeff Carter and Lisa Peterson  
20815 52<sup>nd</sup> Ave W  
Lynnwood, WA 98036  
lisapete56@comcast.net

June 22, 2014

Kent Hale  
Sound Transit  
Link Light Rail Operations and Maintenance Service Facility  
401 S Jackson St  
Seattle, WA 98104

Dear Mr. Hale,

We own property located at 20815 52<sup>nd</sup> Ave W in Lynnwood (tax lot numbers 27042100403600 and 4100). Our small business, JC Auto Restoration, Inc., is located in this building, as is our long-term tenant, Cascade Trophy. We appreciate this opportunity to submit our feedback on the Draft EIS for the proposed Sound Transit OMSF. We would like to express our concern about siting the OMSF in Lynnwood for several reasons:

#### **Cost efficiency**

The Lynnwood site for the OMSF would necessitate a second structure on the east side, an inefficient use of tax dollars and space. Personnel would need to be hired at both facilities, and the salaries of staff will only continue to rise. Insurance, utilities, etc., for both facilities will also continue to rise, and will add to the long-term cost of this site selection. We understand that train operators will have to work at both sites to bring enough trains over to the east side to serve the population and meet the Sound Transit mandates. The train operators who are based out of Lynnwood will have to be paid for the time it takes to move the trains from one side to the other; an additional cost that would be unnecessary if the OMSF were located at one of the Bellevue sites.

B12-1

#### **Neighborhood impact**

The small businesses in the area provide employment for local residents. Many of have been in the same location for years, if not decades, providing stability and income to the area. Unlike the Bellevue sites, the Lynnwood neighborhood is a mix of single-family homes, multifamily units, and small businesses. The 2010 census shows that this area is home to a high percentage of individuals who live in rentals, are from minority backgrounds, are low income, have never gone to college, and who speak a language other than English at home. Some are more recent immigrants who do not have full awareness of how they can express their opinion about this decision. Many come from countries where the population – particularly the women - not only does not, but cannot, participate in the political process. Many are children. Therefore, a significant percentage of the population affected may be essentially without a voice in this process.

B12-2

#### **Undue hardship on disadvantaged populations**

The Draft EIS states in section 3.5.7 (Environmental Justice), that the problem of displacing the DSHS office would be solved because "Sound Transit would provide relocation assistance, and current vacancy rates indicate that there is available space in Lynnwood where these offices could be relocated." There are certainly other spaces available in the city; however, now there are several programs co-located in that

B12-3

building that serve low income, senior, and disabled citizens. For many of them, even walking from the bus stop into the building is challenging. At least once a week, someone will get off the bus too early, and come into our shop looking for the DSHS building. Frequently Jeff will give them a ride because it is clear that it would be physically too demanding for them to walk the remaining ¼ mile. If they were to have to navigate getting from one building to another across town, they may well not be able to access essential services, so demolishing this building really does create a hardship for an already fragile population.

B12-3  
cont'd

### **Emergency planning**

We understand that one of the reasons that there would be a storage facility for trains in Bellevue, even if the Lynnwood site were chosen, is to ensure that the east side has enough capacity, especially in the mornings. If the OMSF were located in Lynnwood and there were an emergency – an earthquake, fierce wind storm, flooding, etc., while there would be some trains stored in Bellevue, all of the service for the trains would be located on the west side and the east side service would very quickly grind to a halt.

B12-4

Again, thank you for this opportunity to express our concerns, and we appreciate all the work you have gone to publicizing this decision, and holding community meetings.

Sincerely,

Jeff Carter  
Owner, JC Auto Restoration, Inc.  
[www.jcauto.com](http://www.jcauto.com)  
206-375-2696

Lisa Peterson, MS  
Director, UW GenOM Project  
<http://depts.washington.edu/genomics/index.shtml>  
206-499-6085

## Responses to Letter B12, Auto Restoration

### Response to Comment B12-1

Opposition to the Lynnwood Alternative due to the additional cost from the operation of the proposed storage tracks at a separate location in Bellevue has been noted. The Final EIS acknowledges these higher operational costs of the Lynnwood Alternative in Chapter 4, *Alternatives Analysis*. The BNSF Storage Tracks component of the Lynnwood Alternative would include an operator facility, and trains would deploy and return directly to this facility. It is not anticipated that train operators based out of the Lynnwood Alternative site would need to move trains from the Lynnwood Alternative site to the BNSF Storage Tracks.

### Response to Comment B12-2

Response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS addresses impacts on the adjacent residential neighborhood as a result of the Lynnwood Alternative. The minority and low-income characteristics of the neighborhood surrounding the Lynnwood Alternative site are acknowledged in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS. As described in Section 3.5 and Appendix C, *Environmental Justice*, of the Final EIS, Sound Transit has engaged diverse minority and low-income populations through the planning and development process of the project. Please refer to Appendices B, *Public Involvement and Agency Coordination*, and C, *Environmental Justice*, of the Final EIS for a more detailed discussion of the public outreach conducted.

### Response to Comment B12-3

Please see the response to Common Comment 21 in Chapter 5. *Public and Agency Comment Summary*, in the Final EIS.

### Response to Comment B12-4

As described in Chapter 2, *Alternatives Considered* (Section 2.2.1), of the Final EIS, Sound Transit will eventually need three light rail maintenance bases (one on the north line, one on the east line, and the existing Forest Street OMF in South Seattle) as the light rail system expands beyond what is funded under ST2. Having three bases geographically dispersed will minimize major service disruptions in the event of a major weather event, earthquake, or other emergency. There is potential for service disruption associated with emergency events for any of the build alternatives, both initially and once a third base is located and built. The type and severity of the disruption would depend on the location and type of emergency event and its effects on the system.



## Letter B13, Kiki Sushi

**From:** Gi Hara [Gi\_h@seattlerep.org]  
**Content:** Wednesday, June 04, 2014 11:42 AM  
**to:** OMSF  
**Cc:** council@bellevuewa.gov; kmarch@bellevuewa.gov  
**Subject:** OMSF DEIS COMMENTS - Alternative 4  
**Attachments:** KIKU SUSHI- NO RAIL YARD.doc

Dear Sound Transit Capital Committee and staff,

Please see the attached letter regarding OPPOSITION to the SR 520 Alternative #4 proposal.

Sincerely,

Gi Hara  
Accountant  
Kiku Sushi Restaurant  
13112 NE 20<sup>th</sup> Street  
Bellevue, WA 98005

**Gi Hara** | Controller | 206.443.2210 x1010 | Fax: 206.443.2379

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# KIKU•SUSHI

13112 NE 20<sup>th</sup> Street, Suite 200  
Bellevue, WA 98005  
(425) 556-9600

June 4, 2014

RE: OMSF DEIS COMMENTS

Dear Sound Transit Capital Committee and staff,

My name is Gi Hara and I am the accountant (and previous owner) of Kiku Sushi a tenant at Plaza 520, a fully leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as “Alternative 4” in its Eastside Operations and Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a business at this location, I STRONGLY OPPOSE selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for the current owners but for the employees (averaging 5+ years of loyal employment) as well as for the other small businesses at Plaza 520 who would be forced to close... many who will NOT be able to relocate. There is NO PLACE in Bellevue that we can relocate to with the same access and well maintained environment at reasonable rates. Any relocation assistance would not even begin to cover our build out costs let alone the overhead increase.

B13-1

In addition, we believe that the HEAVY INDUSTRIAL USE of the OMSF is NOT consistent with the City of Bellevue’s comprehensive plan. Siting that OMSF at the Plaza 520 site adds an industrial facility to the area that is growing and identified as an area with increased employment and commercial uses. This area is currently zoned for GENERAL COMMERCIAL use and does NOT allow for industrial or big-box uses.

B13-2

Finally, the SR 520 Alternative is also RIGHT NEXT TO ONE OF BELLEVUE’S OLDEST quality neighborhoods – Bridle Trails – and we understand that there is a STRONG belief that the impacts of this project would ADVERSLEY impact more than 5,000 homes and their residents.

B13-3

The two BNSF Alternatives listed by Sound Transit are much better suited for this OMSF. There would be less impact on small businesses, employees, home values, residents and the environment!

B13-4

PLEASE do NOT site the proposed OMSF in the SR 520 Alternative. The results would ruin our business. We, as well as many of our neighbors, would be forced to CLOSE PERMANATLY and our employees thrown out of their long term employment. The surrounding neighbors would be devastated.

B13-5

Thank you for considering these comments.

Sincerely,

Gi Hara  
Accountant , Kiku Sushi Restaurant

## **Responses to Letter B13, Kiki Sushi**

### **Response to Comment B13-1**

Please see response to Comment B5-1.

### **Response to Comment B13-2**

Please see response to Comment B2-3.

### **Response to Comment B13-3**

Please see response to Comment B2-4.

### **Response to Comment B13-4**

Please see response to Comment B2-5.

### **Response to Comment B13-5**

Please see response to Comment B2-6.

## **Letter B14, Law Office of James R. Walsh**

**From:** James Walsh [jamesrwalsh@outgun.com]  
**Content:** Thursday, June 12, 2014 4:38 PM  
**To:** OMSF  
**Subject:** Public Comment re OMSF DEIS - siting of a link light rail operations and maintenance satellite facility: James R. Walsh  
**Attachments:** ST - Jim Walsh OMSF DEIS comments for public comment.pdf

To whom it may concern: Please find attached my public comment with regard to the OMSF Project siting of a link light rail operations and maintenance satellite facility. I request that the attached correspondence be incorporated into the public comment record, and also distributed to the Board, Executive Director and Managers of Sound Transit

Respectfully submitted,  
James R. Walsh, attorney at law and interested citizen  
425-774-6883

**LAW OFFICE OF JAMES R. WALSH**  
*Lawyer, Inc.*

JAMES R. WALSH  
20201 Cedar Valley Rd, Suite 140  
P.O. Box 2028  
Lynnwood, WA 98036-2028

KEVIN D. ANDERSON  
PH: (425) 774-6883  
FX: (425) 778-9247

June 11, 2014

Via Mail

The Honorable Pat McCarthy  
Pierce County Executive  
930 Tacoma Ave. S., Room 737  
Tacoma WA 98402

**RE: Link Light Rail Operations and Maintenance Satellite Facility  
Potential Sites in Lynnwood and Bellevue**

Dear Executive McCarthy:

I'm asking you, in your capacity as a member of the Sound Transit Board, to exercise your vote in favor of siting the Sound Transit operations and maintenance satellite facility in Bellevue.

Two other small business entrepreneurs, along with myself, have invested in developing an attractive and unobtrusive small-business office park which is directly in the path of the alternative proposed satellite facility site in Lynnwood. Two of the buildings which would be destroyed are attractive, contemporary single-story structures which were built in approximately 2007. These buildings inconspicuously and tastefully blend in with the immediate surroundings of the adjacent residential neighborhood, as well as the adjoining Scriber Lake Park with its environmentally-sensitive wetlands. To be clear, neither I nor my fellow business owners want this Sound Transit satellite facility to be placed "in our backyard", and it should be obvious that we don't want our buildings demolished or to have my law office and our other job-creating businesses disrupted.

B14-1

We chose to buy new construction buildings, and to place our businesses here. It is my distinct understanding this is where we all want to stay. I have spoken to workers in the two other businesses that were already located here, and those workers are very interested in pursuing their life's professional work exactly right where they are. They have absolutely no intention of leaving and certainly do not wish to have a move forced upon them. One of the businesses is a metal fabricator, and the other business provides professional handling and storage of furniture inventory for a major furniture retailer just a few blocks away from here. My business and these other businesses blend with, and are entirely consistent, with the surrounding residential neighborhoods.

B14-2

However, please understand that this letter is not merely an appeal to petty "NIMBY-ism". Rather, this is an earnest appeal that the Sound Transit Board consider the irreversible and permanent harm of constructing the satellite facility in one of the most environmentally-sensitive parts of the City of Lynnwood. No amount of expensive mediation measures would be sufficient to protect the local Scriber Lake wetlands and ecosystem from irreversible, permanent harm if the satellite facility were placed in this location.

B14-2  
cont'd

It is quite troubling to contemplate that a Lynnwood alternative, as plainly stated on the Sound Transit Alternative Comparison, would require preparing a comprehensive plan, zoning changes and a CUP. Even with all of these extraordinary and expensive measures, placing the satellite facility in this location would be entirely incompatible with the character of the residential neighborhoods, the wetland-related ecosystem, and the lay of the land.

B14-3

This, and additional facts established by the Sound Transit Alternative Comparison, make the case that this satellite facility should not be built in Lynnwood.

The differentiating characteristics and impacts of the building alternatives are striking. It would cost more to build the satellite facility in Lynnwood. Unlike the other sites available in Bellevue, the overwhelming permanent environmental destruction, in and of itself, should be convincing enough to tilt the scales in favor of determining that the other locations in Bellevue simply make more sense. Lynnwood would suffer the destruction of 11 to 12 acres of vegetation and wildlife, and approximately 2 acres of wetlands. It bears notice that this would also impact 1.79 acres of wetland buffer. The environmental character and ecosystem of these lands would be lost forever.

B14-4

Unlike the other three locations in Bellevue, which are not particularly close to long-established residential neighborhoods, construction at this Lynnwood site would negatively impact the residents of these neighborhoods. The Scriber Lake residential neighborhoods are predominantly comprised of well-maintained owner-occupied single-family homes. The daily lives of local residents and homeowners, many of whom have lived in their homes for many years, would never be the same. Their quality of life would be severely diminished.

B14-5

The previous groundswell of neighborhood support in having the rail lines placed elsewhere exists as strongly for maintaining this area neighborhood without a rail yard.


You will recall that, previously, the businesses and neighborhoods spoke directly against having the light rails come through this exact area. Fortunately at that time, a more appropriate site was found. The people here, having spoken once, speak again in favor of a more economically and environmentally appropriate site for the operations and maintenance satellite facility.




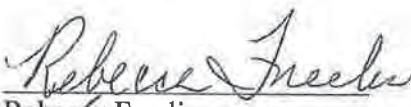
In closing, if you were able to walk the grounds and land as they currently exist, you would definitely hear the sounds of local wildlife thriving in this very special environment. If you were to look skyward, it's likely you would see rare birds and perhaps even eagles are attracted to this uniquely tranquil and calming location. This is the kind of local ecosystem which deserves protection from harm, not extermination arising from inappropriate construction of new development.

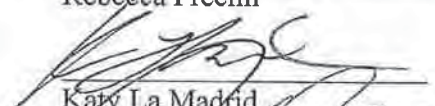
From all of us here, we invite your favorable response to our concerns, and appreciate your valuable time.

Best Personal Regards,

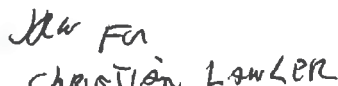
  
JAMES R. WALSH  
ATTORNEY AT LAW

  
KEVIN D. ANDERSON  
ATTORNEY AT LAW

  
Rebecca Freelin

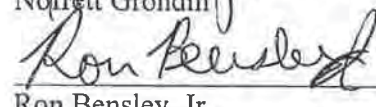
  
Katy La Madrid

  
Jody Cutter

  
CHRISTIAN LAWLER

  
Staci Wilke

  
Nofrett Grondin

  
Ron Bensley, Jr.

**LAW OFFICE OF JAMES R. WALSH**  
*Lawyer, Inc.*

JAMES R. WALSH  
20201 Cedar Valley Rd, Suite 140  
P.O. Box 2028  
Lynnwood, WA 98036-2028

KEVIN D. ANDERSON  
PH: (425) 774-6883  
FX: (425) 778-9247

June 12, 2014

Via E-Mail

Sound Transit  
Attn: OMSF DEIS Comments  
Union Station  
401 S. Jackson St.  
Seattle WA 98104-2826

**RE: Link Light Rail Operations and Maintenance Satellite Facility  
Potential Sites in Lynnwood and Bellevue**

To the Board of Directors, Executive Director, and Management of Sound Transit:

I'm writing in favor of siting the proposed Sound Transit link light rail operations and maintenance satellite facility in one of the three proposed locations in Bellevue. This letter is not merely an appeal to petty "NIMBY-ism". Constructing this facility at the Scriber Lake location in Lynnwood would cause irreversible, permanent harm to the local Scriber Lake wetlands and ecosystem, as set forth later in this letter.

B14-6

Upfront, I will state that two other small business entrepreneurs, along with myself, have invested in developing an attractive and unobtrusive small-business office park which is directly in the path of the alternative proposed satellite facility site in Lynnwood. Two of the buildings which would be destroyed are attractive, contemporary single-story structures which were built in approximately 2007. These buildings inconspicuously and tastefully blend in with the immediate surroundings of the adjacent residential neighborhood, as well as the adjoining Scriber Lake Park with its environmentally-sensitive wetlands. To be clear, neither I nor my fellow business owners want this Sound Transit satellite facility to be placed "in our backyard", and it should be obvious that we don't want our buildings demolished or to have my law office and our other job-creating businesses disrupted.

B14-7

We chose to buy new construction buildings, and to place our businesses here. It is my distinct understanding this is where we all want to stay. I have spoken to workers in the two other businesses that were already located here, and those workers are very interested in pursuing their life's professional work exactly right where they are. They have absolutely no intention of leaving and certainly do not wish to have a move forced upon

B14-8

them. One of the businesses is a metal fabricator, and the other business provides professional handling and storage of furniture inventory for a major furniture retailer just a few blocks away from here. My business and these other businesses blend with, and are entirely consistent, with the surrounding residential neighborhoods.

B14-8  
cont'd

Again, please understand that this is not just petty "NIMBY-ism". Rather, this is an earnest appeal that Sound Transit consider the irreversible and permanent harm of constructing and operating the satellite facility in one of the most environmentally-sensitive parts of the City of Lynnwood. No amount of expensive mediation measures would be sufficient to protect the local Scriber Lake wetlands and ecosystem from irreversible, permanent harm if the satellite facility were placed in this location.

It is quite troubling to contemplate that the Lynnwood alternative here in Scriber Lake, as plainly stated on the Sound Transit Alternative Comparison, would require preparing a comprehensive plan, zoning changes and a CUP. Even with all of these extraordinary and expensive measures, placing the satellite facility in this location would be entirely incompatible with the character of the residential neighborhoods, the wetland-related ecosystem, and the lay of the land.

B14-9

This, and additional facts established by the Sound Transit Alternative Comparison, make the case that this satellite facility should not be built in Lynnwood.

The differentiating characteristics and impacts of the building alternatives are striking. It would cost more to build the satellite facility in Lynnwood. Unlike the other sites available in Bellevue, the overwhelming permanent environmental destruction, in and of itself, should be convincing enough to tilt the scales in favor of determining that the other locations in Bellevue simply make more sense. Lynnwood would suffer the destruction of 11 to 12 acres of vegetation and wildlife, and approximately 2 acres of wetlands. It bears notice that this would also impact 1.79 acres of wetland buffer. The environmental character and ecosystem of these lands would be lost forever.

B14-10

Unlike the other three locations in Bellevue, which are not close to residential neighborhoods, construction here would negatively impact the residents of these neighborhoods. The Scriber Lake residential neighborhoods are predominantly comprised of well-maintained owner-occupied single-family homes. The daily lives of local residents and homeowners, many of whom have lived in their homes for many years, would never be the same. Their quality of life would be severely diminished.

B14-11

The previous groundswell of neighborhood support in having the rail lines placed elsewhere exists as strongly for maintaining this area neighborhood without a rail yard.

You will recall that, previously, the businesses and neighborhoods spoke directly against having the light rails come through this exact area. Fortunately at that time, a more appropriate site was found. The people here, having spoken once, speak again in favor of a more economically and environmentally appropriate site for the operations and maintenance satellite facility.

In closing, if you were able to walk the grounds and land as they currently exist, you would definitely hear the sounds of local wildlife thriving in this very special environment. If you were to look skyward, it's likely you would see rare birds and perhaps even eagles are attracted to this uniquely tranquil and calming location. This is the kind of local ecosystem which deserves protection from harm, not extermination arising from inappropriate construction of new development.

From all of us here, we invite your favorable response to our concerns, and appreciate your valuable time.

Best Personal Regards,



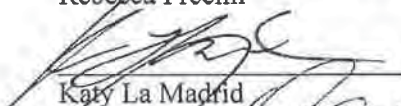
JAMES R. WALSH  
ATTORNEY AT LAW



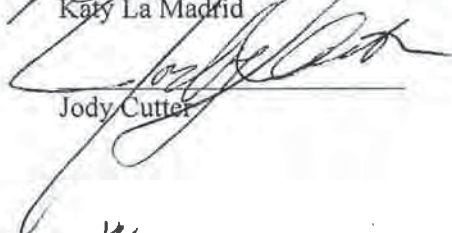
KEVIN D. ANDERSON  
ATTORNEY AT LAW



Rebecca Freelin



Katy La Madrid

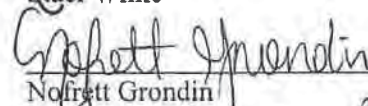


Jody Cutter

Mr. For  
CHRISTIAN LAWLER



Staci Wilke



Nofrett Grondin



Ron Bensley, Jr.

**From:** James Walsh [jamesrwalsh@outgun.com]  
**Sent:** Thursday, June 19, 2014 4:16 PM  
**To:** \*Email All Boardmembers  
**Subject:** OMSF Proposed Locations  
**Attachments:** Save the Wetlands.docx

Hello all,

Regarding the matter of selecting the location to build Sound Transit's Operations and Maintenance Satellite Facility (OMSF), I again please urge you to not choose the Lynnwood location. The environmental impact would be significantly negative, destroying 11-12 acres of vegetation and wildlife as well as 2 acres of preserved wetlands. This is not right. The attachment to this email helps show the importance of protecting our environment, an issue we tell our children to take seriously, an issue we need to take seriously.

B14-12

With Highest Regards

James R. Walsh, attorney at law and concerned citizen



I want to be able to tell my daughters that when **you** are asked to account for your actions that **you** held up their right and everyone's right, to a legally protected environment and the Lynnwood/Cedar Valley neighborhood.

-James R. Walsh  
6/19/2014

NATIVE GROWTH PROTECTION AREA

THIS WETLAND, AND UPLAND  
BUFFER ARE PROTECTED TO  
PROVIDE WILDLIFE HABITAT  
AND MAINTAIN WATER QUALITY.  
PLEASE DO NOT DISTURB THIS  
VALUABLE RESOURCE.





## Responses to Letter B14, Law Office of James R. Walsh

### Response to Comment B14-1

Sound Transit acknowledges that up to 14 businesses would be displaced with implementation of the Lynnwood Alternative. Sound Transit would provide relocation assistance to displaced businesses as described in Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, of the Final EIS.

### Response to Comment B14-2

Please see response to Comment B13-1 and response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B14-3

The Final EIS includes an analysis of land use and neighborhood compatibility and potential wetland impacts under the Lynnwood Alternative. The Conditional Use Permit process would inform design of the OMSF to address land use and neighborhood compatibility issues. Please also see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B14-4

Opposition to the Lynnwood Alternative due to the higher costs and impacts on vegetation, wildlife, and wetlands has been noted.

### Response to Comment B14-5

Comment noted. Please refer to the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which addresses impacts on the adjacent residential neighborhood as a result of the Lynnwood Alternative. Impacts on residents and neighborhoods are also discussed in Chapter 3, Sections 3.5, *Social Impacts, Community Facilities, and Neighborhoods*; 3.6, *Visual and Aesthetic Resources*; 3.8, *Noise and Vibration*; and 3.18, *Parklands and Open Space*, of the Final EIS.

### Response to Comment B14-6

Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

### Response to Comment B14-7

Please see response to Comment B14-1.

### Response to Comment B14-8

Please see response to Comment B14-2.

**Response to Comment B14-9**

Please see response to Comment B14-3.

**Response to Comment B14-10**

Please see response to Comment B14-4.

**Response to Comment B14-11**

Please see response to Comment B14-5.

**Response to Comment B14-12**

Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.



## Letter B15, LifeSpring

**From:** Sue Cochrun [accounting@bellevuelifespring.org]  
**nt:** Thursday, June 19, 2014 3:24 PM  
**o:** OMSF  
**Cc:** Trish Carpenter  
**Subject:** DEIS comments  
**Attachments** Sound Transit Letter June 2014.pdf

*Sue Cochrun*  
Business & Finance Manager  
Bellevue LifeSpring  
*Helping Bellevue's Children and Their Families For Over 100 Years*

Tel: (425) 451-1175 ext. 103  
Fax: (425) 451-1088



June 19, 2014

**Dow Constantine**  
**Sound Transit Board Chair**  
**The Chinook Building**  
**401 5th Avenue, Suite 800**  
**Seattle, WA 98104**

Dear Sound Transit Board Members and Staff,

On behalf of the Board of Directors, staff and volunteers of Bellevue LifeSpring we are writing to inform you of our opposition to the selection of the SR 520, Alternative 4 as the location for the Light Rail Operations and Maintenance Satellite Facility.

B15-1

Our organization is a non-profit that has been serving Bellevue children and their families for 103 years. We feed, clothe, educate and provide emergency services to those in need. Twenty-seven percent of the children in the Bellevue School District are living below the poverty line. These are the children we serve.

B15-2

We just relocated our offices to Plaza 520 two years ago. This was a significant financial commitment for our organization and one that we cannot afford to make again. The relocation allocation that we have been informed will be paid to us by Sound Transit has a federally regulated \$50,000 cap. This will not cover our moving expenses and will place a financial burden on our organization that will negatively impact children in our community. We don't believe your board would willingly burden our organization and our community in that way.

B15-3

It will also cause a severe disruption to the services we provide. We serve children that are being removed from their homes, we feed children that are hungry, we educate children and parents in an effort to put them on a path to success – all of this service will be disrupted by this move.



Helping Bellevue's Children and  
Their Families For Over 100 Years

Dow Constantine

June 19, 2014

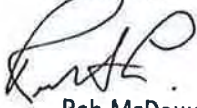


Page Two

Please hear our voice and hear the voices of the children and their families that we serve. Make the right choice and select Bellevue BNSF, Alternative 2 as your location choice. It will be less costly to you, will not impact the small businesses in our community and will allow us to remain in our current location without impact.

B15-4

Thank you for your time and consideration.

Sincerely,

Bob McDowell

Board Member Representative

Jennifer Fischer

Executive Director

Trish Carpenter

President and Chair of the Board

cc: Claudia Balducci, Mayor  
Kevin Wallace, Deputy Mayor  
John Chelminiak, Bellevue City Council Member  
Conrad Lee, Bellevue City Council Member  
Jennifer Robertson, Bellevue City Council Member  
Lynne Robinson, Bellevue City Council Member  
John Stokes, Bellevue City Council Member  
Brad Miyaki, City Manager  
Chris Salomone, Planning and Community Development Director

**From:** Sue Cochrun [accounting@bellevuelifespring.org]  
**Sent:** Tuesday, June 03, 2014 1:29 PM  
**To:** OMSF  
**Cc:** kmarch@bellevuewa.gov  
**Subject:** Transit Maintenance Station  
**Attachments:** Sound Transit.pdf

*Sue Cochrun*  
Business & Finance Manager  
Bellevue LifeSpring  
*Helping Bellevue's Children and Their Families For Over 100 Years*  
[sue@bellevuelifespring.org](mailto:sue@bellevuelifespring.org) or [accounting@bellevuelifespring.org](mailto:accounting@bellevuelifespring.org)  
Tel: (425) 451-1175 ext. 103  
Fax: (425) 451-1088

Sound Transit  
City of Bellevue

RE: OMSF Siting

I currently work in the Plaza 520 complex. The availability of other office space in this area is limited and the cost is great. Our small non-profit may not be able to find a facility that it can afford. Should that be the case, the staff at Bellevue LifeSpring, including myself, would become unemployed. I suspect that many of the 101 businesses that would be displaced from you selecting this location for the OMSF may have the same problem and will be forced to close, leaving their employees jobless or the small business owner without a business or income.

B15-5

No one seems to want this facility in their area but progress cannot continue without it. The BNSF site only impacts 14 businesses. It will be easier to re-locate 14 businesses rather than the 101 in the SR 520 Alt Site. The EIS shows the BNSF site has a lower property tax revenue loss than the SR 520 Alt. But, has the loss of revenues of the businesses that may close in the SR 520 Alt been considered as well as the affect this will have on the other businesses in the region or what impact unemployment from the businesses that are forced to close will have on the region? I can only hope this has been considered.

B15-6

The City of Bellevue has plans for high density urban neighborhoods, complete with light rail. It is my opinion that their plan should have included space within the high density area to accommodate this facility. Since the EIS shows no noise and vibration affect for the area for this facility and is within the high density area, I think the BNSF site is a better choice. It has the lowest cost, lowest loss of annual property tax, a low vegetation and water resource impact and has 4 acres of surplus land available for redevelopment. This 4 acre surplus could be a park or shopping facility for the high density Spring District neighborhood.

B15-7

When planning for future development, additional sites like this should be included in the planning stage, not after the fact.

Best regards

Susan Scales-Cochrun  
c/o Bellevue LifeSpring  
13122 NE 20<sup>th</sup> St, #100  
Bellevue, WA 98005  
425-451-1175

**From:** Sue Cochrun [accounting@bellevuelifespring.org]  
**Content:** Wednesday, May 21, 2014 1:58 PM  
**From:** OMSF  
**Subject:** OMSF DEIS Comments  
**Attachments:** 20140521134645406\_0001.jpg

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

*Sue Cochrun*  
Business & Finance Manager  
Bellevue LifeSpring  
*Helping Bellevue's Children and Their Families For Over 100 Years*  
Tel: (425) 451-1175 ext. 103  
Fax: (425) 451-1088





Helping Bellevue's Children and  
Their Families For Over 100 Years

May 21, 2014

**RE: OMSF DEIS Comments**

Dear Sound Transit Capital Committee and staff:

Board of Directors

Trish Carpenter  
President and  
Chair of the Board

Joseph Brazen

Cary Falk

Kemper Freeman, Jr.

Marlice Gulacsik

Beth Halvorsen

Marilyn Herzberg

Anu Jain

Lisa James

Bob McDowell

Jim Mitchell

Debbie Oberbillig

Patti Payne

Barbara Quinn

Linda Reid

Ken Russell

Sabrina Smith

Betty Tong

Joan Valaas

Maggie Vergien

My name is Trish Carpenter and am a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

**As a business that is located at this location, I strongly oppose selection of this site. This will cause irreparable financial harm and immeasurable personal distress not just for us – but for all small businesses at Plaza 520 who would be forced to close and relocate.**

B15-8

In addition, we believe **protecting Goff Creek, a fish-bearing stream that currently daylight through our property should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B15-9

**We also believe the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan.** Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B15-10

Finally, the SR 520 Alternative is also **within a stone's throw from one of Bellevue's oldest neighborhoods – Bridle Trails –** and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B15-11

*The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.*

B15-12

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B15-13

Thank you for considering our comments.

Sincerely,

Trish Carpenter  
President

Office: P.O. Box 53203  
Bellevue, WA 98015 – 3203

Tel: 425.451.1175  
Fax: 425.451.1088

[www.bellevuelifespring.org](http://www.bellevuelifespring.org)  
[info@bellevuelifespring.org](mailto:info@bellevuelifespring.org)

Thrift Shop: 167 Bellevue Square  
Bellevue, WA 98004



**From:** J Valaas [jvalaas@hotmail.com]  
**Sent:** Monday, June 23, 2014 2:10 PM  
**To:** OMSF  
**Subject:** OMSF at the 520 Plaza site

Dear sirs:

I find it incomprehensible that the 520 Plaza site is even being considered as one of the sites for the Maintenance Facility. There 101 small business owners on this site, Bellevue LifeSpring being one of them. As a Board Member of the Bellevue LifeSpring and having been involved in the search for this location just two years ago, it is very difficult to imagine that we could find a comparable space in such a good location without a huge amount of time and money.

B15-14

We are an organization that needs to keep our focus on our mission of providing food, clothing emergency assistance and education to needy families in Bellevue.

Please take the 520 Plaza location off of the table!

Thank you,  
Joan Valaas  
Board Director

*Bellevue LifeSpring  
13122 NE 20th Suite 100  
Bellevue, WA 98005  
425 451-1175  
425 442-7884 - direct*

## Responses to Letter B15, LifeSpring

### Response to Comment B15-1

Opposition to the SR 520 Alternative has been noted.

### Response to Comment B15-2

Comment noted.

### Response to Comment B15-3

Comment noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. There is no maximum limit on relocation assistance for businesses. Relocation assistance can include both moving expenses, which have no limits, and also reestablishment expenses. Reestablishment expenses can be applied (over and above moving expenses) to costs associated with configuring a new space to fit the current business practices or needs and/or for increased operating costs (such as increased rental fees). Under Washington State law, reestablishment expenses are capped at \$50,000.

### Response to Comment B15-4

Support for the Preferred Alternative over the SR 520 Alternative has been noted.

### Response to Comment B15-5

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B15-6

Support for the Preferred Alternative over the SR 520 Alternative due to fewer displaced businesses and lower property tax revenue has been noted. Chapter 3, Section 3.4, *Economics*, of the Final EIS includes estimates of displaced employees from businesses that would be acquired and relocated by the proposed project for each build alternative. This section also states that Sound Transit would provide relocation assistance to displaced businesses and that jobs could be relocated rather than lost permanently.

### Response to Comment B15-7

Support for the Preferred Alternative due to lower costs and fewer environmental impacts as compared to the other build alternatives, and because the Preferred Alternative would result in a land surplus of 4 acres for future development has been noted.

### Response to Comment B15-8

Please see response to Comment B5-1.

### Response to Comment B15-9

Please see response to Comment B2-2.

**Response to Comment B15-10**

Please see response to Comment B2-3.

**Response to Comment B15-11**

Please see response to Comment B2-4.

**Response to Comment B15-12**

Please see response to Comment B2-5.

**Response to Comment B15-13**

Please see response to Comment B2-6.

**Response to Comment B15-14**

Opposition to the SR 520 Alternative due to the displacement of businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter B16, Mayes Testing Engineers, Inc.**

**From:** Kyle Carlson [KCarlson@MAYESTESTING.com]  
**Sent:** Friday, June 20, 2014 12:04 PM  
**To:** OMSF  
**Subject:** Sound Transit OMSF Project

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project.

B16-1

- Lynnwood is the most expensive option with the highest annual operating costs. | B16-2
- Edmonds School District will not sell the property required, essentially killing the project before it starts. | B16-3
- The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not. | B16-4
- The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment. | B16-5
- One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community. | B16-6

In conclusion, I request that the Lynnwood location be eliminated from the OMSF plans.

Respectfully,

**Kyle Carlson, CPA | Controller & Human Resources Manager**

[kcarlson@mayestesting.com](mailto:kcarlson@mayestesting.com)

Tel: 425.742.9360 | Fax: 425.745.1737

**MAYES TESTING ENGINEERS, INC.**

[www.mayestesting.com](http://www.mayestesting.com)

Main: 20225 Cedar Valley Rd, Ste 110 | Lynnwood, WA 98036 | 425 742 9360

Tacoma: 10029 S Tacoma Way, Ste E-2 | Tacoma, WA 98499 | 253 584 3720

Celebrating 10 years in Portland: 7911 NE 33rd Dr, Ste 190 | Portland, OR 97211 | 503 281.7515



Connect with us

*This transmittal is intended for the individual/agency so named and may contain proprietary or other information confidential in nature. If you received this transmittal in error, or if the delivery of this document to the individual/agency so named is in error, please destroy this document in its entirety and notify the sender immediately.*

**From:** Mike Walden [MWalden@MAYESTESTING.com]  
**Content:** Thursday, June 19, 2014 7:02 AM  
**to:** OMSF  
**Subject:** OMSF Project

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project. | B16-7

- Lynnwood is the most expensive option with the highest annual operating costs. | B16-8
- Edmonds School District will not sell the property required, essentially killing the project before it starts. | B16-9
- The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not. | B16-10
- The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment. | B16-11
- One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community. | B16-12

In conclusion, I request that the Lynnwood location be eliminated from the OMSF plans

Respectfully,

Mike Walden

**From:** Marlene Eiseman [MEiseman@MAYESTESTING.com]  
**ent:** Thursday, June 19, 2014 8:21 AM  
**o:** OMSF  
**Subject:** OMSF Project - Lynnwood

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project. | B16-13

- Lynnwood is the most expensive option with the highest annual operating costs. | B16-14
- Edmonds School District will not sell the property required, essentially killing the project before it starts. | B16-15
- The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not. | B16-16
- The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment. | B16-17
- One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community. | B16-18

In conclusion, I request that the Lynnwood location be eliminated from the OMSF plans.

Respectfully,

**Marlene Eiseman | Accounts Payable / Payroll Clerk**  
[meiseman@mayestesting.com](mailto:meiseman@mayestesting.com)  
Tel: 425.742.9360 | Fax: 425.745.1737

**MAYES TESTING ENGINEERS, INC.**

[www.mayestesting.com](http://www.mayestesting.com)

Main: 20225 Cedar Valley Rd, Ste 110 | Lynnwood, WA 98036 | 425 742.9360

Tacoma: 10029 S Tacoma Way, Ste E-2 | Tacoma, WA 98499 | 253 584 3720

Celebrating 10 years in Portland: 7911 NE 33rd Dr, Ste 190 | Portland, OR 97211 | 503 281.7515



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**From:** Mark McBride [MMcBride@MAYESTESTING.com]  
**Sent:** Thursday, June 19, 2014 8:40 AM  
**To:** OMSF  
**Subject:** OMSF Project

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project. | B16-19

- Lynnwood is the most expensive option with the highest annual operating costs. | B16-20
- Edmonds School District will not sell the property required, essentially killing the project before it starts. | B16-21
- The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not. | B16-22
- The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment. | B16-23
- One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community. | B16-24

In conclusion, I request that the Lynnwood location be eliminated from the OMSF plans

Respectfully,

**Mark McBride** | Senior Project Manager  
[mmcbride@mayestesting.com](mailto:mmcbride@mayestesting.com)  
Cell: 206.316.0766

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[www.mayestesting.com](http://www.mayestesting.com)

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**From:** Lonny Morrison [LMorrison@MAYESTESTING.com]  
**ent:** Wednesday, June 18, 2014 5:31 PM  
**o:** OMSF  
**Subject:** Sound Transit OMSF Project Lynnwood Site

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project. | B16-25

- Lynnwood is the most expensive option with the highest annual operating costs. | B16-26
- Edmonds School District will not sell the property required, essentially killing the project before it starts. | B16-27
- The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not. | B16-28
- The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment. | B16-29
- One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community. | B16-30

In conclusion, I request that the Lynnwood location be eliminated from the OMSF plans

Respectfully,  
**Lonny Morrison | Senior Project Manager**  
[lmorrison@mayestesting.com](mailto:lmorrison@mayestesting.com)  
Cell: 206.356.8317 | Office: 425 742 9360

**MAYES TESTING ENGINEERS, INC.**

[www.mayestesting.com](http://www.mayestesting.com)

Main: 20225 Cedar Valley Rd, Ste 110 | Lynnwood, WA 98036 | 425 742 9360

Tacoma: 10029 S Tacoma Way, Ste E-2 | Tacoma, WA 98499 | 253 584 3720

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**From:** Yavita Kotomaimoce [YKotomaimoce@MAYESTESTING.com]  
**ent:** Wednesday, June 18, 2014 8:40 PM  
**io:** OMSF  
**Subject:** Sound Transit OMSF Project

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project. | B16-31

- Lynnwood is the most expensive option with the highest annual operating costs. | B16-32
- Edmonds School District will not sell the property required, essentially killing the project before it starts. | B16-33
- The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not. | B16-34
- The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment. | B16-35
- One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community. | B16-36

In conclusion, I request that the Lynnwood location be eliminated from the OMSF plans

Respectfully,

Yavita Kotomaimoce

## Responses to Letter B16, Mayes Testing Engineers, Inc.

### Response to Comment B16-1

Opposition to the Lynnwood Alternative has been noted.

### Response to Comment B16-2

Chapter 4, *Alternatives Analysis*, of the Final EIS acknowledges the higher operational costs of the Lynnwood Alternative as compared to the other build alternatives.

### Response to Comment B16-3

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B16-4

Please refer to the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, and Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS, which evaluates potential impacts on surrounding residential areas with implementation of the Lynnwood Alternative. As discussed, Sound Transit would incorporate measures to help minimize impacts of the proposed project on social interaction, community facilities, and neighborhood quality.

### Response to Comment B16-5

Analysis of the impacts on Scriber Creek wetlands is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS. Please see the response to Common Comment 27 regarding Scriber Creek wetlands. Impacts related to the Preferred Alternative, BNSF Modified Alternative, and SR 520 Alternative are presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4), of the Final EIS.

### Response to Comment B16-6

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B16-7

Please see response to Comment B16-1.

### Response to Comment B16-8

Please see response to Comment B16-2.

### Response to Comment B16-9

Please see response to Comment B16-3.

### Response to Comment B16-10

Please see response to Comment B16-4.

**Response to Comment B16-11**

Please see response to Comment B16-5.

**Response to Comment B16-12**

Please see response to Comment B16-6.

**Response to Comment B16-13**

Please see response to Comment B16-1.

**Response to Comment B16-14**

Please see response to Comment B16-2.

**Response to Comment B16-15**

Please see response to Comment B16-3.

**Response to Comment B16-16**

Please see response to Comment B16-4.

**Response to Comment B16-17**

Please see response to Comment B16-5.

**Response to Comment B16-18**

Please see response to Comment B16-6.

**Response to Comment B16-19**

Please see response to Comment B16-1.

**Response to Comment B16-20**

Please see response to Comment B16-2.

**Response to Comment B16-21**

Please see response to Comment B16-3.

**Response to Comment B16-22**

Please see response to Comment B16-4.

**Response to Comment B16-23**

Please see response to Comment B16-5.

**Response to Comment B16-24**

Please see response to Comment B16-6.

**Response to Comment B16-25**

Please see response to Comment B16-1.

**Response to Comment B16-26**

Please see response to Comment B16-2.

**Response to Comment B16-27**

Please see response to Comment B16-3.

**Response to Comment B16-28**

Please see response to Comment B16-4.

**Response to Comment B16-29**

Please see response to Comment B16-5.

**Response to Comment B16-30**

Please see response to Comment B16-6.

**Response to Comment B16-31**

Please see response to Comment B16-1.

**Response to Comment B16-32**

Please see response to Comment B16-2.

**Response to Comment B16-33**

Please see response to Comment B16-3.

**Response to Comment B16-34**

Please see response to Comment B16-4.

**Response to Comment B16-35**

Please see response to Comment B16-5.

**Response to Comment B16-36**

Please see response to Comment B16-6.

## Letter B17, MJR Development

**From:** Mike Raskin [Mike@mjrdevelopment.com]  
**Sent:** Sunday, June 22, 2014 10:42 PM  
**To:** OMSF  
**Cc:** Mike Raskin; Mike McClure  
**Subject:** Comments on the OMSF Draft Environmental Impact Statement (DEIS)

Dear Sound Transit

I am writing to you to express my strong opposition to locating the Sound Transit Links Operations and Maintenance Facility at the Lynnwood Location and to comment on the Draft Environmental Impact Statement. If Sound Transit Choses this location they will cause considerable harm to the environment as well as to the many homes, businesses and critical State Government services located on the property.

B17-1

We are the owner of Creekside Center a three story office 72,000 s.f. Class "A" office building located on 20311 52<sup>nd</sup> Avenue in Lynnwood, just north of the existing Edmonds School District Property. We also own two other adjacent properties and have plans on those properties for an additional 50,000 s.f. of office to be developed in the near future

B17-2

Creekside Center is 100% leased to the State of Washington and houses a number of critical Stage agencies that serve the community in the south Snohomish area. These Agencies include DSHS (Department of Social and Health Services), DCFS (Department of Children and Family Services), ESD (Employment Security Division), DVR (Department of Vocational Rehabilitation) and Work Source. These Agencies provide valuable services to the Lynnwood and South Snohomish County communities. Construction of the proposed Maintenance Facility would mean the demolition of this building and the significant disruption of the roughly 250 State Employees in the building as well as the large number of citizens they serve. If you visit the building during normal working hours you will find that the agencies in this building work with a large sector of the South Snohomish population and provide services that are critical to those citizens. Demolition of the building would cause a great deal of harm to the community. In addition many of the roughly 250 people that work in the building live in the Lynnwood area and they, and the many visitors to the building, shop at local Lynnwood businesses during their work week These people and their many clients in the community will suffer. If the Lynnwood location is chosen it will hurt important State services and the community as a whole.

B17-3

If Lynnwood is chosen for the Maintenance yard homes and businesses will be destroyed, parks and pristine wetlands will be damaged, companies and residents will be displaced. There will be significant negative effects on the environment including water, air, soil, parklands, noise, ecosystems, vegetation and wildlife. The construction alone will take years in which time the entire area which is residential as well as commercial will be effected. I know that Sound Transit provides estimates of the impact of each option to the City and Community but do these studies include the possible economic loss to Lynnwood's businesses if tenants move away and businesses are forced to close.

B17-4

I hope that Sound Transit will consider the very real and significant negative effect choosing this location will have on valuable State Services, the environment and the Lynnwood Community in general. Thank you for the opportunity to provide thoughts on this important decision.

B17-5

Michael Raskin  
 President MJR Development  
 Manager – MR Creekside LLC



**MIKE RASKIN**  
[mike@mjrdevelopment.com](mailto:mike@mjrdevelopment.com)  
T 425.822.4466  
M 206.930.4537

**MJR DEVELOPMENT**  
6725 116th Ave. NE, Suite 100  
Kirkland, Washington 98033  
[www.mjrdevelopment.com](http://www.mjrdevelopment.com)

**YOU DREAM IT - WE BUILD IT**



## Responses to Letter B17, MJR Development

### Response to Comment B17-1

Opposition to the Lynnwood Alternative has been noted. Please see response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B17-2

Comment noted.

### Response to Comment B17-3

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B17-4

The Lynnwood Alternative would not displace residents; however, it would replace existing commercial and vacant land/open space with the OMSF. Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding impacts on the surrounding community and adjacent land uses resulting from the Lynnwood Alternative. Impacts on surrounding wetlands, ecosystems, vegetation, and wildlife are addressed in Section 3.9, *Ecosystems*, of the Final EIS. Please also refer to Common Comment 27 regarding potential construction and operational impacts on Scriber Creek wetlands. Impacts on air, water, and soil are addressed in Chapter 3, Sections 3.7, *Air Quality and Greenhouse Gases*; 3.10, *Water Resources*; and 3.12, *Geology and Soils*, respectively, of the Final EIS,

### Response to Comment B17-5

Comment noted.

## **Letter B18, MOSAIC Children's Therapy Clinic**

Council Members,

Thank you very much for the opportunity to give my testimony to you today voicing my objection to the placement of the rail yard at the Bellevue 520/20<sup>th</sup> Ave location.

My name is Andrea Duffield. I am a teacher, a speech language pathologist and the owner of MOSAIC Children's Therapy Clinic. My Clinic is located in the Plaza 520 complex. If the light rail maintenance yard was placed in the location of my current business it would be devastating to my business and my staff, but more importantly it would be devastating to the thousands of special needs children we serve in this community. Let me start of by reminding you of the current statistics – currently 1 in 68 children in this country are diagnosed with an autism spectrum disorder, if you are a boy – the risk increases to 1 in 42. One in 6 children has a diagnosis of a developmental delay or disability. If I can take a moment and ask the room – please raise your hand if you know a child with special needs.

B18-1

My business, MOSAIC provides pediatric physical, occupational and speech therapy services. In addition we offer behavioral intervention services for children including pediatric psychology assessment and treatment, individual and group counseling, behavioral interventions and ABA programming. We have comprehensive programs for our clients with autism spectrum disorders and developmental delays including aquatic therapy, pediatric yoga, feeding groups, handwriting groups, social skills classes, friendship groups, dietary and nutritional assessments, and functional movement groups. We have a small developmental pre-school and kindergarten boot-camp for our clients that cannot survive in the public school system. There is nowhere else to go for these clients.

MOSAIC is the only private comprehensive therapy clinic in the greater Seattle area providing this depth and breadth of services from birth through adulthood. We are unique for our families because we have created a model that allows them to come to one place and have a true team, a family centered approach to meeting their child's needs.

MOSAIC is also a rare private provider that accepts Medicaid clients. Our state agencies cannot meet the needs of all of these clients. Because I am a therapist myself, because I am a mother – I have dedicated a portion of my business to serving these families that have no other options. I can-not look at a child and take away his or her opportunity to meet his highest level of functioning because of his insurance plan.

MOSAIC began in 2003 – over the last 11 years we have worked tirelessly to grow and become the agency we are today. It took nearly 2 years to be able to find the right location for our clinic. We have so many limitations and issues to deal with in finding a location:

1. We need to be accessible for families – our freeway access right now is key. Keep in mind this isn't because of convenience – we see children each year with severe sensory processing disorder issues – every minute in a car is potential torture to their systems. We have clients that cry and scream every time they have to get into a car. At MOSAIC they don't have to go from clinic to clinic to get services – 1 round trip.
2. We need a safe parking lot – with big parking stalls – in our last location parents struggled to get their kiddos in and out of the car. We can't be faced onto a busy street – it is distracting and potentially dangerous as many kiddos will run away. They are fast and they don't check both ways – ever. In our current building we have only one other business across from us – the entire west side of the facility is facing into a grassy area with a 10+ foot wall of greenery. As soon as the weather is nice our clinicians and clients utilize that green space to take treatment outside.
3. The other side of our clinic is the Goff creek. After a challenging drive to the clinic many families take a few minutes to using calming techniques in that peaceful area to allow their child to center and enter the clinic primed to work.
4. We need space to grow. Since moving into our initial 9,000 sq. feet at Plaza 520 we have subsequently been able to add an additional 1800 square feet and expand our service offerings. The flexibility in this office park to expand is rare. The entire property is level and has peaceful surroundings, good parking and excellent access. We have plans to add more clinical space in our current building and as we grow we will look to potentially add a special needs school.

B18-2

If in fact MOSAIC had to move it would be very challenging to find a replacement for our clinic. Our landlord spent a significant amount of time with us prior to leasing to us. They have a commitment to helping children in this community. We have a favorable lease rate, options to renew and a committed partner in this venture. To exemplify, during our tenant improvement process they worked with us to add additional safety features and enhancements for our kiddos – we have a special floating floor with triple the normal padding to decrease injuries. We have

6 custom installed swing apparatus in our ceiling to provide a multitude of tactile and vestibular treatment options for our kiddos.

B18-2  
cont'd

The proposed relocation assistance packages that have been described to us would come nowhere near to covering the cost of moving and recreating the environment we have. Having spent such a long time looking, I do not believe that I would find a location as optimal as Plaza 520. If we were forced to move I do not know how we would continue to serve our Medicaid and welfare clients. Those clients would go back on endless waiting lists, they will lose the opportunity to reach their maximum potential, they will have greater needs in school, they will have greater social service needs as adults, they will cost the taxpayers and this community large sums of money. But more importantly – they will not get every opportunity they should have to be their very best selves. I don't think that any of us should have to live with that knowledge when there are other viable, cost effective options available to the council.

**From:** G. David Hill [gdavidhill@hotmail.com]  
**Sent:** Thursday, June 12, 2014 3:53 PM  
**To:** OMSF  
**Cc:** Kelly&Leann Hill  
**Subject:** RE: OMSF DEIS Comments

From: [kellyandleann@comcast.net](mailto:kellyandleann@comcast.net)  
To: [nbrambach@seanet.com](mailto:nbrambach@seanet.com); [ellieD1019@aol.com](mailto:ellieD1019@aol.com); [gdavidhill@hotmail.com](mailto:gdavidhill@hotmail.com); [txh22@planet.nl](mailto:txh22@planet.nl);  
[sirhaller@gmail.com](mailto:sirhaller@gmail.com); [thea.visser@planet.nl](mailto:thea.visser@planet.nl); [sirhaller@gmail.com](mailto:sirhaller@gmail.com)  
Subject: FW: OMSF DEIS Comments  
Date: Thu, 12 Jun 2014 11:56:41 -0700

Dear Sound Transit Capital Committee and staff:

My name is **Barb Hill** and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

**Barbara Hill**

**From:** Kelly and Leann [kellyandleann@comcast.net]  
**Sent:** Thursday, June 12, 2014 11:58 AM  
**To:** OMSF  
**Subject:** FW: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Leann Hill and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-4

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Leann Hill

**From:** Ranganath Hande [ranga4all@yahoo.com]  
**Sent:** Monday, June 09, 2014 2:21 PM  
**To:** OMSF  
**Subject:** RE: OMSF DEIS Comments

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Ranga Hande and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments

Sincerely,  
Ranga Hande

B18-5



**From:** Shahnoor Dharamsi [sdharamsi@mosaicrehab.com]  
**Sent:** Thursday, June 05, 2014 1:09 PM  
**To:** OMSF  
**Subject:** Say No to the Rail Yard in Plaza 520

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Shahnoor Dharamsi and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-6

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Shahnoor Dharamsi MS, OTR/L  
Pediatric Occupational Therapist  
Mosaic Children's Clinic  
Plaza 520  
13010 NE 20th Street, Suite 300  
Bellevue, Washington 98005

Web: <http://www.mosaicrehab.com>

Blog: <http://mosaicchildrenstherapy.wordpress.com/>

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**From:** Karen Chekan [karenchekan@yahoo.com]  
**nt:** Wednesday, June 04, 2014 3:32 PM  
**o:** OMSF  
**Subject:** Save 520 plaza

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Karen Chekan and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-7

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Karen Chekan

**From:** Irene Kotulak [ikotulak@mosaicrehab.com]  
**Sent:** Monday, June 02, 2014 11:51 AM  
**To:** OMSF  
**Subject:** RE: OMSF DEIS Comments

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our community's special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-8

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments

Sincerely,  
Irene Kotulak COTA/L

**From:** Andy and Tiffany Sutton [tlynnwilliams@msn.com]  
**Sent:** Sunday, June 01, 2014 10:40 PM  
**To:** OMSF  
**Subject:** RE: OMSF DEIS Comments

June 1, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Tiffany Sutton and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-9

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Tiffany Sutton

Tiffany Sutton  
[tlynnwilliams@msn.com](mailto:tlynnwilliams@msn.com)  
206-300-6469

**From:** Vince & Carolyn Wirkman [wirkmanv@frontier.com]  
**Sent:** Monday, June 02, 2014 8:55 AM  
**To:** OMSF  
**Subject:** prospective maintenance facility #4

June 2, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Carolyn Wirkman and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

I am the director of a small, private, non-profit school in Kirkland. I am quite familiar with the very real burdens of having to move a small business, especially one working with vulnerable children and families. In MOSAIC's case, they have carefully, responsibly and expertly built up this facility at Plaza 520 in order to provide very high quality services for very needful children.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-10

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments

Sincerely,

Carolyn Wirkman





**From:** Michelle Chappon [chappon15@hotmail.com]  
**Sent:** Sunday, June 01, 2014 10:26 PM  
**To:** OMSF  
**Subject:** OMSF DEIS Comments

June 1, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and Staff Members

My name is Michelle Chappon and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC, I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and Autism diagnosis are seen in 1 in 68 children, we cannot afford to lose this provider in this location.

B18-11

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of the children in our community and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of the site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community. It would devastate me as I have a child with special needs that has been going to MOSAIC for over five years and is on Medicaid. This would cause my son to no longer receive these medically necessary services.

Thank you for considering my comments.

Sincerely,

Michelle Chappon

**From:** Regina M. Hall [regina.m.hall@gmail.com]  
**Sent:** Sunday, June 01, 2014 9:45 PM  
**To:** OMSF  
**Subject:** OMSF DEIS Comments

June 1, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Regina Hall and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

My child has received services from MOSAIC over 3 years. I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-12

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments

Sincerely,

Regina Hall

**From:** Nicole Taylor [ntaylor@mosaicrehab.com]  
**nt:** Wednesday, June 04, 2014 3:13 PM  
**o:** OMSF  
**Subject:** OMSF DEIS Comments

June 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Nicole Taylor and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-13

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Nicole Taylor

**From:** Kathy Fortner [kathy.fortner@kinderling.org]  
**Sent:** Monday, June 02, 2014 11:07 AM  
**To:** OMSF  
**Subject:** OMSF DEIS Comments

June 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Kathy Fortner and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-14

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our community's children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Kathy Fortner

**From:** Banas, Patricia A [PBanas@PeaceHealth.org]  
**nt:** Tuesday, June 03, 2014 8:41 AM  
**o:** OMSF  
**Subject:** OMSF DEIS Comments

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Patricia Banas, I have been informed the site where MOSAIC Children's Therapy Clinic a part of the Plaza 520 Business park is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-15

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments

Sincerely,

Patricia A. Banas MA-CCC  
Speech Language Pathologist  
Past President Washington Speech Language Hearing Association

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contained herein. If you have received this message in error, immediately advise the sender by reply email and destroy this message.

**From:** Margaret Compton [margaret@comptonfamily.net]  
**Sent:** Tuesday, June 03, 2014 8:09 PM  
**To:** OMSF  
**Subject:** OMSF DEIS Comments

May 2014

Dear Sound Transit Capital Committee and staff:

My name is Margaret Compton and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-16

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Margaret Compton

**From:** Catherine Filippini [catherine.filippini@gmail.com]  
**Sent:** Tuesday, June 03, 2014 6:05 PM  
**To:** OMSF  
**Subject:** OMSF DEIS Comments

June 2014

Dear Sound Transit Capital Committee and staff:

My name is Catherine Filippini and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As an ardent supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-17

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,  
Catherine Filippini  
Parent of a child that continues to be served by MOSAIC, Bellevue



**From:** Deadra Phillips [dphillips@mosaicrehab.com]  
**Sent:** Wednesday, June 04, 2014 2:36 PM  
**To:** OMSF  
**Subject:** OMSF DEIS Comments

June 4, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Deadra Phillips and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-18

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Deadra Phillips

**From:** Mansi Dalal [mdalal@mosaicrehab.com]  
**Sent:** Wednesday, June 04, 2014 3:01 PM  
**To:** OMSF  
**Subject:** OMSF DEIS comments  
**Attachments:** supporting Mosaic.docx

Hello,

Please see the attached letter to support Mosaic Children's therapy Clinic and other businesses around from the impact of rail road yard construction at this location by sound Transit

Thanks,

Mansi Dalal, OTD, OTR/L  
Occupational therapist

**Mosaic Children's Therapy Clinic**

Plaza 520

13010 NE 20<sup>th</sup> Street, Suite 300

Bellevue, Washington 98005

**Phone** 425 644 6328 ext 304

**Fax** 425 644 6295

Web: <http://www.mosaicrehab.com>

Blog: <http://mosaicchildrenstherapy.wordpress.com/>

**\*Notice of Confidentiality**

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June 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Mansi Dalal and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-19

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Mansi Dalal

**From:** Anita Davis [adavis@mosaicrehab.com]  
**Sent:** Wednesday, June 04, 2014 2:51 PM  
**To:** OMSF  
**Subject:** No Railyard Plaza 520

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Anita Davis and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-20

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

Anita Davis

**From:** Coleen Gilchrist [cgilchrist@mosaicrehab.com]  
**Sent:** Wednesday, June 04, 2014 3:13 PM  
**To:** OMSF  
**Subject:** No railyard demolishing Mosaic

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Coleen Gilchrist and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments

Sincerely,

Coleen Gilchrist

B18-21

**From:** Darlene Logan [dloganotr@hotmail.com]  
**nt:** Monday, June 02, 2014 8:22 PM  
**ro:** OMSF  
**Subject:** New Spot for Maintenance Yard  
**Attachments:** Help Mosaic.docx

Please read the attached letter regarding moving businesses to build a maintenance yard. Thank you for your consideration. Darlene

June 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Darlene Logan, OTR/L and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and Autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our community's children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Darlene Logan, OTR/L

B18-22

**From:** Caitlin Sullivan [csullivan@mosaicrehab.com]  
**Sent:** Wednesday, June 04, 2014 3:52 PM  
**To:** OMSF  
**Subject:** MOSAIC/ Plaza 520

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Caitlin Sullivan and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

**Caitlin Sullivan**

Front Desk/ Scheduling

Mosaic Children's Therapy Clinic

Plaza 520, 13010 NE 20<sup>th</sup> street, Suite 300

Bellevue, WA 98005

425-644-6328

**Notice of Confidentiality**

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**From:** Deborah Meister [deborahann87@gmail.com]  
**Content:** Sunday, June 01, 2014 9:45 PM  
**To:** OMSF  
**Subject:** Mosaic Children's Therapy-RE: OMSF DEIS Comments

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Deborah Meister and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,  
Deborah Meister

B18-24

**From:** Sathyapriya Srinivasan [sathyasid@yahoo.com]  
**Sent:** Sunday, June 01, 2014 10:13 PM  
**To:** OMSF  
**Subject:** I am connected with Plaza 520

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Sathya and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,  
Sathya

B18-25

**From:** Cindy Angelo [cangelo@mosaicrehab.com]  
**nt:** Tuesday, June 03, 2014 4:07 PM  
**o:** OMSF  
**Subject:** FW: NO to Sound Transit's future Rail Yard at 520 in Bellevue

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**From:** [SJNunnelee@bellevuewa.gov](mailto:SJNunnelee@bellevuewa.gov) [mailto:[SJNunnelee@bellevuewa.gov](mailto:SJNunnelee@bellevuewa.gov)]  
**Sent:** Tuesday, June 03, 2014 3:56 PM  
**To:** Cindy Angelo  
**Subject:** RE: NO to Sound Transit's future Rail Yard at 520 in Bellevue

Thank you for your input on Sound Transit's light rail operations and maintenance satellite facility site alternatives. Your letter has been received by Bellevue City Council members. The Bellevue City Council expressed opposition to the Bel Red sites under consideration in a letter to Sound Transit, noting that the light rail maintenance facility was incompatible with the community vision, adopted land use regulations, and transit oriented development. The City continues to work for a solution that protects Bel Red businesses and adjacent neighborhoods.

Please note that the City of Bellevue does not collect or record comments into the formal public record for Sound Transit. We encourage you to forward this comment directly to Sound Transit so it can become a part of the Draft Environmental Impact Statement (DEIS) record. All comments submitted by June 23, 2014 will be considered by the Sound Transit Board of Directors prior to identifying a preferred site alternative, and they will responded to in the next environmental analysis document called the Final Environmental Impact Statement (FEIS).

Comments by email: [OMSF@soundtransit.org](mailto:OMSF@soundtransit.org)  
Comments by mail: Sound Transit  
Attention: OMSF DEIS Comments  
401 South Jackson Street  
Seattle, Washington 98104

Please include an addressee and return address in all written and email comments

You can also comment on the operations and maintenance satellite facility site alternatives in person by attending the Bellevue open house and public hearing:

[Thursday, June 5, 2014](#)

5:00 - 7:30 p.m., Hearing begins at 5:30 p.m.

Coast Bellevue Hotel, 625 116th Avenue NE, Bellevue, WA

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**From:** Cindy Angelo [mailto:[cangelo@mosaicrehab.com](mailto:cangelo@mosaicrehab.com)]  
**Sent:** Tuesday, June 03, 2014 15:48  
**Subject:** NO to Sound Transit's future Rail Yard at 520 in Bellevue  
**Importance:** High



Sound Transit has proposed that Plaza 520 is a potential site for the light rail maintenance yard. The placement of this industrial facility in our community would have potentially devastating effects on the 101 businesses it would displace.

MOSAIC Children's Therapy Clinic is one of these businesses. We provide vital services to thousands of children, with and without insurance coverage, affected by developmental disabilities and autism spectrum disorders.

We invite you to come and see first hand, the myriad of services our clinic provides.

Individual tours of MOSAIC and information on how you can help will be offered the following times:

Thursday, June 5th, 3:00pm—4:30pm

Tuesday, June 10th, 3:00pm—4:30pm

Tuesday, June 17th, 3:00pm— 4:30pm

**MOSAIC Children's Therapy**  
13010 NE 20<sup>th</sup> St. Suite 300  
Bellevue, WA 98005

425-644-6328 ext. 1323  
[www.mosaicrehab.com](http://www.mosaicrehab.com)

**MOSAIC Children's Therapy Clinics in Bellevue & Seattle:**



**From:** Michelle Parnes [michparnes@gmail.com]  
**nt:** Monday, June 02, 2014 9:06 AM  
**o:** OMSF  
**Subject:** EOMSf

June 2, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is **Michelle Parnes** and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSf) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

B18-26

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSf. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSf in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,

**Michelle Parnes**  
**Occupational Therapist**

**From:** Hillary Altenberg [haltenberg@mosaicrehab.com]  
**ent:** Sunday, June 01, 2014 11:45 PM  
**o:** OMSF  
**Subject:** Alternative 4

June 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Hillary Altenberg and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

B18-27

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,  
Hillary Altenberg

## Responses to Letter B17, MOSAIC Children's Therapy Clinic

### Response to Comment B18-1

Opposition to the SR 520 Alternative due to the displacement of the MOSAIC Children's Therapy Clinic has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to the comments regarding the potential displacement of MOSAIC Children's Therapy Clinic.

### Response to Comment B18-2

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to comments regarding the potential displacement of MOSAIC Children's Therapy Clinic. Business relocation assistance would include consideration of location and special space needs, as well as existing tenant improvements made by MOSAIC. Business relocation assistance includes both moving expenses and costs to reestablish the business at a new location. Reestablishment expenses can be applied (over and above moving expenses) to costs associated with configuring a new space to fit the current business practices or needs and/or for increased operating costs (such as increased rental fees), up to \$50,000.

### Response to Comments B18-3

Opposition to the SR 520 Alternative due to the displacement of the MOSAIC Children's Therapy Clinic has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment B18-2.

Also, general support for the Preferred Alternative and BNSF Modified Alternative over the SR 520 Alternative has been noted.

### Response to Comment B18-4

Please see response to Comment B18-3.

### Response to Comment B18-5

Please see response to Comment B18-3.

### Response to Comment B18-6

Please see response to Comment B18-3.

### Response to Comment B18-7

Please see response to Comment B18-3.

### Response to Comment B18-8

Please see response to Comment B18-3.

**Response to Comment B18-9**

Please see response to Comment B18-3.

**Response to Comment B18-10**

Please see response to Comment B18-3.

**Response to Comment B18-11**

Please see response to Comment B18-3.

**Response to Comment B18-12**

Please see response to Comment B18-3.

**Response to Comment B18-13**

Please see response to Comment B18-3.

**Response to Comment B18-14**

Please see response to Comment B18-3.

**Response to Comment B18-15**

Please see response to Comment B18-3.

**Response to Comment B18-16**

Please see response to Comment B18-3.

**Response to Comment B18-17**

Please see response to Comment B18-3.

**Response to Comment B18-18**

Please see response to Comment B18-3.

**Response to Comment B18-19**

Please see response to Comment B18-3.

**Response to Comment B18-20**

Please see response to Comment B18-3.

**Response to Comment B18-21**

Please see response to Comment B18-3.



**Response to Comment B18-22**

Please see response to Comment B18-3.

**Response to Comment B18-23**

Please see response to Comment B18-3.

**Response to Comment B18-24**

Please see response to Comment B18-3.

**Response to Comment B18-25**

Please see response to Comment B18-3.

**Response to Comment B18-26**

Please see response to Comment B18-3.

**Response to Comment B18-27**

Please see response to Comment B18-3.

## Letter B19, MRM Capital

**From:** Joe Razore [Razore@broderickgroup.com]  
**Sent:** Tuesday, June 03, 2014 9:34 AM  
**To:** OMSF; council@bellevuewa.gov; kmarch@bellevuewa.gov  
**Subject:** Bellevue Maintenance and Ops Facility - Comment

Dear Members of the Sound Transit Board and Bellevue City Council,

My name is Joe Razore and my family owns two business parks on approximately 11 acres in the Bel-Red Corridor. In 2008, we made the decision to start investing in the Bel-Red Corridor due to its proximity between two major employment centers (Downtown Bellevue and Overlake) and due to the city of Bellevue's vision for the area to someday include 10,000 new jobs and 5,000 new housing units. Placing an Operations and Maintenance Facility in the heart of the corridor, along Northup Way, is not consistent with that vision, nor would it be consistent with current tenancy along Northup. We have over 40 small businesses that call our business parks home. The affordability of the office and retail space we provide along with the synergy of being located in an area that houses other similar businesses is valuable to them. The forced relocation of 101 tenants at Plaza 520 and Cascade Business Park would destroy both of those by reducing the supply of affordable office/retail space and therefore driving up rents.

B19-1

We understand that you have a tough decision to make but feel there are other alternatives that would impact the lives of fewer businesses yet still provide the same level of service you require.

Thanks you for your service

Best Regards,

Joe Razore

**Joe Razore**  
**MRM Capital**

3927 Lake Washington Blvd NE, Kirkland, Wa 98033

Direct: 425.646.5243 | Cell: 206.854.6789 | [razore@broderickgroup.com](mailto:razore@broderickgroup.com)

## Response to Letter B19, MRM Capital

### Response to Comment B19-1

Opposition to the SR 520 Alternative due to the displacement of businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to your comments regarding the displacement of businesses from implementation of the SR 520 Alternative and describes Sound Transit's relocation assistance for affected properties. Please also refer to the responses to Common Comments 10 and 11, which address consistency of the proposed project with the Bel-Red Corridor.

## Letter B20, Pine Forest Development

**PINE FOREST**  
PROPERTIES INC

Letter B20

June 18, 2014

Honorable Dow Constantine  
King County Executive  
401 5<sup>th</sup> Avenue, Suite 800  
Seattle, Wa 98104



Re: Sound Transit Operations and Maintenance Satellite Facility

Dear Dow,

We are writing to reiterate our position that Sound Transit should not site its OMSF in the middle of a prime TOD area adjacent to the East Link Light Rail Station at 120<sup>th</sup> Avenue NE in the Bel-Red Area. We support development of the Light Rail system but we must stress the objective of the system—to connect people, jobs, housing and transportation. Thus, it would be a major mistake impacting us for generations if Sound Transit was to put the OMSF in either the BNSF Alternative or the BNSF Modified Alternative sites identified in the Sound Transit DEIS.

B20-1

As you know, Bellevue spent years taking progressive actions to plan for TOD adjacent to the Light Rail Stations in the City. Sound Transit partnered with Bellevue to site the Stations in areas that could be intensely developed with mixed uses in TOD projects. Now, property owners and developers like our Pine Forest Properties and Wright Runstad, Securities Properties and others are investing very substantial private funds in TOD projects that are exactly what our regional and local plans encouraged. The Spring District is under construction near the 120<sup>th</sup> Avenue NE Light Rail Station. The Pine Forest TOD Master Development Plan Application has been submitted to the City. Our approximately 2 million square feet of TOD mixed uses would be developed right across the intersection from the East Link Light Rail Station at 120<sup>th</sup> Avenue NE.

B20-2

The former International Paper property, the primary site of the BNSF Alternative and the BNSF Modified Alternative, is just a short walk up 120<sup>th</sup> Avenue from the Light Rail Station and the Spring District and Pine Forest Properties sites. It is a prime candidate for another major walkable, transit oriented community. That ideal and almost certain future redevelopment for TOD should not be pre-empted by Sound Transit putting a train maintenance and storage facility on the site. Such action by Sound Transit would be very short sighted because the light rail is intended to promote and serve TOD. The light rail is not an end in itself. Even Sound Transit's long term future in this area is dependent on all the surrounding properties developing as TOD to increase the ridership and fare box revenue of the system.

B20-3

Experts tell us that TOD is very productive when located within the ¼ mile circle, and even within the ½ mile circle, of a high capacity transit node such as a light rail station. The International Paper site is within both the circles and the terrain is flat and therefore very walkable. While the Sound Transit DEIS Table S-1 inexplicably does not disclose the amount of TOD potential acres that would be pre-empted by the OMSF, other sections of the DEIS disclose that the BNSF Alternative would eliminate either 21 acres or 23 acres from future TOD use (depending on whether or not the 2 acres of Eastside Rail Corridor are included in Sound Transit calculations). The BNSF Modified Alternative appears to eliminate 16 acres from future TOD use (if one does not include the portions of the Alternative on the west side of the Eastside Rail Corridor). It is hard to believe that Sound Transit would eliminate all this TOD potential when it has alternatives to site the OMSF in places that do not have such great TOD potential.

B20-4

We applaud your leadership, along with other member of the Sound Transit Board, in adopting the strong Sound Transit TOD Policy in December of 2012. The Board clearly understands both the short term and long term objectives of building the light rail system and promoting TOD for its economic, fiscal and social benefits for the region and its people. Choosing any OMSF alternative that has prime TOD potential,

B20-5

especially sites within easy walking distance of a light rail station, would be very inconsistent with the Board TOD Policy. It would also be very inconsistent with the Sound Transit TOD Strategic Plan Update that was just issued in April.

B20-5  
cont'd

Dow, we urge you to lead the Sound Transit Board to avoid a mistake of putting the OMSF at either the BNSF Alternative or the BNSF Modified Alternative sites.

B20-6

Very Truly Yours,



Fred Burnstead,  
Pine Forest Properties

Cc: Sound Transit

## Responses to Letter B20, Pine Forest Development

### Response to Comment B20-1

Opposition to the Preferred Alternative and BNSF Modified Alternative has been noted.

### Response to Comment B20-2

Please see response to Common Comment 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B20-3

Chapter 2, *Alternatives Considered* (Section 2.4), of the Final EIS documents the efforts of the Urban Land Institute Advisory Services Panel, along with subsequent efforts of Sound Transit and the stakeholder group since the Draft EIS to identify methods to maximize TOD potential on and surrounding the Preferred Alternative site consistent with the *Bel-Red Subarea Plan*. Please see response to Common Comment 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment B20-4

Chapter 3, Section 3.3, *Land Use* (Table 3.3-1), of the Final EIS provides information on the amount of land that would be occupied by each OMSF site within a 0.25-mile radius of the 120th Avenue Station. The Preferred Alternative and BNSF Modified Alternative would remove approximately 4% of the land available for TOD redevelopment within a 0.25-mile radius from the 120th Avenue Station. Table 3.3-2, *Land Occupied by the OMSF within 0.5 Mile of a Light Rail Station*, shows that the Preferred Alternative and BNSF Modified Alternative would remove approximately 5 to 6% of total the land available for TOD redevelopment within a 0.50-mile radius from the 120th Avenue Station.

### Response to Comment B20-5

Please see response to Common Comment 13 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment B3-1.

### Response to Comment B20-6

Opposition to the Preferred Alternative and BNSF Modified Alternative has been noted.



## **Letter B21, Realty Executives**

**From:** Ken Bell [kenbellrealestate@gmail.com] on behalf of Ken Bell [kenbell@realtyexecutives.com]  
**Content:** Monday, May 19, 2014 2:28 PM  
**to:** OMSF  
**Cc:** Crystal Herrmann  
**Subject:** Eastside Operations and maintenance Facility  
**Attachments:** 20140519142931610.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Attached is a letter of concern, regarding your choice to demolish the 520 Plaza and uproot our business

Sincerely,

Ken Bell  
President  
REALTY EXECUTIVES Brio  
13010 NE 20<sup>th</sup> Street, Suite 200  
Bellevue, WA 98005  
425-646-8557





Brio

May 19, 2014

**RE: OMSF DEIS Comments**

Dear Sound Transit Capital Committee and staff:

My name is Ken Bell Designated Broker for Realty Executives Brio and we are a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

**As a business owner at this location, I strongly oppose selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for us – but for all small businesses at Plaza 520 who would be forced to close and relocate.**

B21-1

**In addition, we believe protecting Goff Creek, a fish-bearing stream that currently daylight through our property should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B21-2

**We also believe the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan.** Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B21-3

**Finally, the SR 520 Alternative is also within a stone's throw from one of Bellevue's oldest neighborhoods – Bridle Trails – and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.**

B21-4

*The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.*

B21-5

**Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.**

B21-6

Thank you for considering our comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Bell".

Ken Bell  
Designated Broker/Owner  
Cc: Crystal Herrmann

## **Responses to Letter B21, Realty Executives**

### **Response to Comment B21-1**

Please see response to Comment B5-1.

### **Response to Comment B21-2**

Please see response to Comment B2-2.

### **Response to Comment B21-3**

Please see response to Comment B2-3.

### **Response to Comment B21-4**

Please see response to Comment B2-4.

### **Response to Comment B21-5**

Please see response to Comment B2-5.

### **Response to Comment B21-6**

Please see response to Comment B2-6.

## Letter B22, Rockwell Institute

**From:** Tracy Rockwell [tracyrock@rockwellinstitute.com]  
**Int:** Monday, May 19, 2014 1:33 PM  
**To:** OMSF  
**Subject:** Sound transit site

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

May 19 2014

**RE: OMSF DEIS Comments**

Dear Sound Transit Capital Committee and staff:

My name is Tracy Rockwell with the Rockwell Institute and I am a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as “Alternative 4” in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

**As a business owner at this location, I strongly oppose selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for us – but for all small businesses at Plaza 520 who would be forced to close and relocate.** | B22-1

In addition, we believe **protecting Goff Creek, a fish-bearing stream that currently daylights through our property, should be a priority.** Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use. | B22-2

We also believe **the heavy industrial use of the OMSF is not consistent with the City of Bellevue’s comprehensive plan.** Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses. | B22-3

Finally, the SR 520 Alternative is also **within a stone’s throw from one of Bellevue’s oldest neighborhoods – Bridle Trails –** and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes. | B22-4

*The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to “overbuild” the site and create a transit-oriented development that builds off the nearby Spring District development.* | B22-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood. | B22-6

Thank you for considering our comments.

Sincerely,

Tracy Rockwell

## **Responses to Letter B22, Rockwell Institute**

### **Response to Comment B22-1**

Please see response to Comment B5-1.

### **Response to Comment B22-2**

Please see response to Comment B2-2.

### **Response to Comment B22-3**

Please see response to Comment B2-3.

### **Response to Comment B22-4**

Please see response to Comment B2-4.

### **Response to Comment B22-5**

Please see response to Comment B2-5.

### **Response to Comment B22-6**

Please see response to Comment B2-6.

## **Letter B23, Visible, Inc.**



**From:** Sal Elaameir [sal.elaameir@visible.tv]  
**nt:** Tuesday, June 10, 2014 2:49 PM  
**o:** OMSF  
**Subject:** RE: OMSF DEIS Comments

June 10, 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Sal and am a tenant at Plaza 520, a fully-leased business park in Bellevue that is home to more than 40 small businesses and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a business owner at this location, I strongly oppose selection of this site, as we would be forced to close our business, causing irreparable financial harm and immeasurable personal distress not just for us -but for all small businesses at Plaza 520 who would be forced to close and relocate.

B23-1

In addition, we believe protecting Goff Creek, a fish-bearing stream that currently daylights through our property, should be a priority. Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use.

B23-2

We also believe the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan. Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses.

B23-3

Finally, the SR 520 Alternative is also within a stone's throw from one of Bellevue's oldest neighborhoods -Bridle Trails -and we understand there is strong concern about the impacts of a heavy industrial use on this community of more than 5,000 homes.

B23-4

*The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.*

B23-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small business and the surrounding neighborhood.

B23-6

Thank you for considering our comments.

Sincerely,

Sal Elaameir  
VP of Finance & Admin  
Vidivel Inc.c.  
T. 425.998.9405  
A. 13122 NE 20th St. Ste 200  
Bellevue, WA 98005

## **Responses to Letter B23, Visible, Inc.**

### **Response to Comment B23-1**

Please see response to Comment B5-1.

### **Response to Comment B23-2**

Please see response to Comment B2-2.

### **Response to Comment B23-3**

Please see response to Comment B2-3.

### **Response to Comment B23-4**

Please see response to Comment B2-4.

### **Response to Comment B23-5**

Please see response to Comment B2-5.

### **Response to Comment B23-6**

Please see response to Comment B2-6.

## **Letter B24, Wright Runstad & Co.**

# WRIGHT RUNSTAD & COMPANY

PRINCIPALS:  
H. JON RUNSTAD  
WALTER R. INGRAM  
GREGORY K. JOHNSON

June 16, 2014

Kent Hale  
Link Light Rail Operations Maintenance and Satellite Facility  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104-2826

## SOUND TRANSIT LINK LIGHT RAIL OMSF DRAFT EIS COMMENTS

To Whom It May Concern:

Thank you for the opportunity to participate in the environmental review process. We are the developers of The Spring District, a neighbor of the BNSF site identified in three of the alternatives and, at the time of permitting, the largest transit-oriented development project in the state. The Spring District is a catalyst project under the City of Bellevue's land-use code which is designed to accelerate transit-oriented development in the corridor in order to capitalize on the region's investment in East Link Light Rail.

We appreciate the complexity of siting the OMSF to meet the operational needs of the ST2 while attempting to avoid adverse impacts to the very areas it is meant to serve. However, we are concerned that the alternatives analyzed in the Draft EIS actually run counter to the goal of maximizing Sound Transit's ridership by creating high-quality urban neighborhoods in close proximity to the transit stations. Furthermore, we believe the DEIS inadequately analyzes the environmental impacts associated with the studied alternatives and key factors were missed when considering the impacts of the OMSF at the alternative sites.

It is in an effort to ensure that the analysis is complete and fully analyzes the impacts of the facility that we submit the following comments for the Draft EIS for public record:

Point 1: For the BNSF site alternatives, the Draft EIS does not adequately analyze the impact of removing 25+ acres of developable land, zoned for high density TOD, from the watershed of the 120th Station. This is in direct conflict with Sound Transit's adopted TOD policy as well as undermining the investment that the region is making in a fixed rail mass transit system which relies on dense development around the stations.

Point 2: The Draft EIS does not analyze the impacts of displacing future foreseeable redevelopment that could be expected at each Alternative site. While the document considers the future land use of a portion of the Lynnwood Alternative as a transportation facility for the Edmonds School District, it does not take into account possible future land use on the BNSF and BNSF Modified Alternatives sites. These sites have been zoned for high density multi-family residential and office/commercial uses and sit within the watershed of the 120th Station. The presence of the nearby station virtually ensures that these sites will develop quickly and in a manner that maximizes their zoned potential.

B24-1

B24-2

Point 3: The Draft EIS does not adequately analyze the economic impacts to the City and Sound Transit by removing the alternatives' property from development. These economic impacts include the loss of development fees, traffic impact fees, and sales, revenue and property taxes. For example, if the BNSF Alternative site is built to three-quarters of its zoned and development potential, the site would contribute approximately \$19M in transportation impact fees and \$32.7M in development fees to the City.

B24-3

Specific examples and further clarification of Points 1-3 follow.

**1. The OMSF is an industrial land use that is incompatible with the development required under current Bel-Red zoning.**

The DEIS does not adequately analyze the impacts of the BNSF alternatives on the existing comprehensive planning and expected land uses. The OMSF is incompatible with the type of development reasonably expected under the existing zoning, such as The Spring District. After exhaustive study and community engagement, Bel-Red was re-zoned for high density, mixed-use, transit-oriented development as part of the Bel-Red Subarea Plan and Planned Action EIS (2008). As a result, the BNSF and BNSF Modified Alternatives sites are now zoned for multi-family and mixed office/residential uses. Siting a new industrial use at the BNSF site also carries a substantial risk of inducing similar uses in the surrounding area, preventing the planned conversion of the area from its historical light industrial character to the mixed-use, transit-oriented development that the City has planned. The new industrial use in the center of what will otherwise become a vibrant transit oriented community would, at best, reduce its potential value to the region and at worst induce urban blight.

B24-4

Per the Bel-Red Subarea Plan: "A major theme of the Bel-Red Subarea Plan is the "nodal" development pattern, which concentrates future development in the vicinity of future light rail stations. Nodes are envisioned to be areas of sufficient development intensity, amenities, recreation opportunities, and mix of uses that support a high level of pedestrian activity. The decision to focus new employment-generating and higher density residential uses in the nodes is intended to link development areas to locations where planned transportation facilities will support development, and to protect residential neighborhoods located to the north, south and east of the corridor from cut-through traffic."

The Spring District is a 2.3 billion dollar Catalyst Project under the Bel-Red code, and a model for the type of mixed-use, dense, TOD expected in the area as the city of Bellevue's population grows. An industrial use at the BNSF site is inconsistent with the type of uses that should be sited within the development "nodes." The success of The Spring District depends at least in part on the development of similar mixed-use projects in the vicinity.



**2. The DEIS does not analyze the impacts of displacing foreseeable development actions.**

While the Draft EIS mentions possible future developments on the alternative sites and adjacent sites, the document does not fully analyze them. It focuses on present uses (i.e., light industrial land use in Bellevue) and not the potential and foreseeable development, which includes the development of high density, mixed-use transit-oriented development like The Spring District, allowed under the Bel-Red re-zoning.

While Table 3-1 lists some foreseeable future actions, there is no analysis of the future conditions when these are built projects. Specifically, The Spring District has an approved Master Development Plan for over 5.3 million square feet of commercial, office, and residential space. Additionally, within The Spring District infrastructure for the first 1.5 million square feet has been constructed; two office buildings of 500,000 square feet are in review for building permit; and over 300 apartments are in the Administrative Design Review phase of approval. These improvements should be considered rather than the existing industrial land uses.

Furthermore, there is not a consistent methodology between DEIS sections for measuring foreseeable future conditions compared to the No Build Alternatives. For example, the transportation elements refers to 2035 design year conditions, while other sections such as Noise and Visual and Aesthetics use a 2012 condition. This usage of the 2012 condition fails to address already-permitted Spring District development and foreseeable future development on and around the alternative sites.

**3. Comparison to Existing “No Build” conditions should be extended to foreseeable development.**

The City of Bellevue went through a substantial effort to re-zone the Bel-Red area and transform from a light industrial area to a mixed-use Office/Residential area.

In order to fully evaluate the impacts of the OMSF, the No Build Alternative should consider future development, for which the jurisdictions have undergone significant re-zoning and planning. In Bellevue, the re-zone of the BNSF site is for mixed-use office/residential, which was part of the City of Bellevue 2008 Bel-Red Subarea Plan and Planned Action EIS. The OMSF No Build condition should also reflect build-out of the adjacent Spring District development.

B24-5

B24-6

**4. Visual Impacts analysis does not consider foreseeable development.**

While the Draft EIS acknowledges The Spring District development as an adjacent property, the document does not adequately analyze the visual impacts of the OMSF on adjacent properties with foreseeable development actions in the surrounding area. At the very least, The Spring District development should be acknowledged on Figure 3.6-2 and reflected in the analysis on Table 3.6-1.

Visual impacts on The Spring District and the surrounding area are significant when analyzed with the future mixed-use office/residential development nearby. For example, The Spring District Master Plan has an 11-floor hotel sited on the corner of 120th Avenue NE and NE Spring Boulevard (formerly NE 15th Street) next to the 120<sup>th</sup> Station. The OMSF or Storage Tracks located on the BNSF site would have significant visual impacts to the hotel, which will overlook the BNSF property. Yet the DEIS analyzes visual impacts based on conditions existing in 2012, which are vastly different from the conditions we can reasonably expect in the near future.

B24-7

**5. Noise impacts analysis does not consider foreseeable development actions.**

The DEIS, Chapter 3.8, does not adequately analyze the noise impacts of the OMSF on foreseeable development actions in The Spring District and surrounding area. While it acknowledges The Spring District property as an adjacent property, it does not include the district's foreseeable development in the analysis. For example, The Spring District Master Plan has an 11-floor hotel sited on the corner of 120th Avenue NE and NE Spring Boulevard (formerly NE 15th Street). The OMSF or Storage Tracks located on the BNSF site would have significant noise impacts to the hotel in the night and early morning hours.

B24-8

As with visual impacts, using 2012 conditions as the background significantly understates the sensitivity of neighboring uses. The DEIS should assume the neighborhood will develop as mixed-use, TOD according to the Bel-Red zoning.

**6. The DEIS does not analyze the alternatives with the future condition of 120th as a five-lane multimodal arterial.**

The Spring District borders 120th Avenue NE and Spring District traffic is dependent on the function of the roadway. While the widening of 120th Avenue NE is mentioned in the document, Table 3.1-3 does not take into account the City of Bellevue's 120th Avenue NE widening project by design year 2035, The 120th Avenue NE widening project (Stages 2 and 3) – NE 8th Street to Northup Way. The project is part of the City of Bellevue's 12-year Transportation Facilities Plan and 6-year Capital Improvement Plan, which are both financially constrained lists.

B24-9



**7. The DEIS does not analyze the loss of transportation impact fees and other development fees associated with potential development actions based on re-zoning efforts.**

While Bellevue and Lynnwood city codes provide exemptions for essential public facilities from Transportation Impact Fees, the loss of transportation impact fees and incentive zoning fees from potential uses of the re-zoned sites should be quantified and included in the analysis. For example, if the BNSF Alternative site is built to three-quarters of its zoned development potential, the site could contribute approximately \$19M in transportation impacts and \$32.7M in incentive development fees. These fees would go to roadway improvements within downtown and Bel-Red on the City's CIP and TFP lists. The CIP and TFP projects are critical to reducing existing congestion in Downtown Bellevue and accommodating growth in all areas of Bellevue while providing local and regional connections. Without these transportation impact and incentive development fees, growth in Bellevue will be significantly impacted.

B24-10

**8. The DEIS does not adequately analyze the loss of multi-family designated property within the walkshed of the 120th Station.**

Figure 3.3-2 shows the zoning of the BNSF and BNSF Modified Alternative sites within Bel-Red. The site is zoned for multi-family and office/residential development. The zoning was put in place to maximize the efficacy of the Sound Transit alignment and station location (120th Station). Taking away multi-family residential property within a half-mile of a station will negatively impact Sound Transit's ridership; the redevelopment of the Bel-Red Corridor; and the City of Bellevue's vision to create urban transit nodal neighborhoods with accessible transit for employment and workforce housing.

B24-11

**9. The DEIS does not adequately analyze the property tax impacts from foreseeable development.**

Table 3.4-6 shows the initial property tax impacts for 2012 based on current land uses and not the foreseeable development actions of the re-zoned sites. Components that were not taken into account but should be analyzed include:

B24-12

- Sales, revenue, B&O, and property taxes from new land use zoning
- Development fees for redevelopment allowed under land use codes
- The loss of transportation impact fees as essential public facilities are exempt

**10. Proximity to LRT Station and Consistency with Sound Transit's Own Mission.**

While it is obviously important that the OMSF be near the light rail line, it does not follow that the OMSF must be near a station. The Bellevue and Lynnwood alternative sites studied in the DEIS are located within 0.5-mile of future light rail stations. In anticipation of the Lynnwood Link Extension and East Link project, both cities have adopted land use regulations and undertaken subarea planning efforts to facilitate higher-density, TOD adjacent to the future light rail stations. Positioning an OMSF in these areas of higher density nodes of TOD undermines the fundamental rationale for light rail development. The sites with the greatest capacity for high-density, transit-oriented development should be eliminated from consideration.

B24-13

Again, thank you for the opportunity to comment. While we have concerns about the alternatives under review and the adequacy of the DEIS to study their impacts, we very much support Sound Transit's efforts to create an efficient regional light rail network. We look forward to working with Sound Transit to find a solution that will best serve the region's goals of creating and connecting vibrant neighborhoods of transit-oriented development. Should you have any questions, please don't hesitate to contact us.

Sincerely,



Gregory K. Johnson  
President

GKJ/jkh

## **Responses to Letter B24, Wright Runstad & Co.**

### **Response to Comment B24-1**

Please see response to Comment B3-1.

### **Response to Comment B24-2**

Please see response to Comment B3-2.

### **Response to Comment B24-3**

Please see response to Comment B3-3.

### **Response to Comment B24-4**

Please see response to Comment B3-4.

### **Response to Comment B24-5**

Please see response to Comment B3-5.

### **Response to Comment B24-6**

Please see response to Comment B3-6.

### **Response to Comment B24-7**

Please see response to Comment B3-7.

### **Response to Comment B24-8**

Please see response to Comment B3-8.

### **Response to Comment B24-9**

Please see response to Comment B3-9.

### **Response to Comment B24-10**

Please see response to Comment B3-10.

### **Response to Comment B24-11**

Please see response to Comment B3-11.

### **Response to Comment B24-12**

Please see response to Comment B3-12.

### **Response to Comment B24-13**

Please see response to Comment B3-13.

## **Organizations**

### **Letter O1, Bellevue Downtown Association**



June 23, 2014

The Honorable Dow Constantine, Chair  
 Sound Transit Board of Directors  
 401 S. Jackson Street  
 Seattle, WA 98104

**RE: BDA Comments on Sound Transit's Operations and Maintenance Facility Draft EIS**

Dear Chair Constantine and Board Members:

Thank you for the opportunity to comment on the Sound Transit's Draft Environmental Impact Statement (EIS) for the proposed light rail Operations and Maintenance Satellite Facility (OMSF). On behalf of the Bellevue Downtown Association (BDA) Board of Directors, we would like to share our position and offer feedback on the proposed project.

After great progress on the Memorandum of Understanding (MOU) and work toward other milestones in the East Link Project, we're troubled by Sound Transit's OMSF plans and their disregard for local and regional policies. The BDA joins the Bellevue City Council in strong opposition to the locations studied in Bellevue's Bel-Red Corridor.

O1-1

While we've supported the East Link Project and the MOU with Bellevue, and the vigorous work to improve the project for the city and region, we stand against the OMSF alternatives in Bellevue based on these facts.

- The proposed BNSF alternatives violate Bellevue's updated Bel-Red Subarea Plan and run counter to Sound Transit's goals for guiding transit-oriented growth near light rail stations. Spoiling the development potential of this Bel-Red transit node would be a major setback to a decade's worth of planning and investment for the city's future.

O1-2

- The SR-520 location would dismantle more than 100 local businesses and service providers. These organizations bring significant value to the Bel-Red area, downtown and surrounding neighborhoods. Relocation would result in a major net loss for the areas served. It may also represent Sound Transit's single largest business displacement to date.

O1-3

- Sound Transit did not disclose the OMSF site alternatives and plans for a protective acquisition while negotiations for the current MOU were ongoing. Plans should have been discussed as part of the good faith negotiation. The Bellevue locations also reflect a shift in the timeline and range of possible locations for the OMSF need discussed in Sound Transit 2.

O1-4

- The full range of future tax revenue losses and economic impacts tied to the Bellevue alternatives was not included in the OMSF Draft EIS. The City of Bellevue will be updating these values in its communication with the Sound Transit Board.

O1-5

- Sound Transit has not adequately studied the land use concepts suggested by the Urban Land Institute expert panel. Any future decision making and analysis on the OMSF alternatives must include detailed evaluation of the concepts.

O1-6

- If future negotiations or an eminent domain action lead to a Bellevue location, Sound Transit must deliver extraordinary mitigation and full compensation to the city and affected businesses to offset the long-term losses and other damages caused by the OMSF.

O1-7

The BDA is one of many supporters of the East Link project who oppose the OMSF locations in Bellevue. Based on the Draft EIS and the review process to date, the benefits of locating an OMSF in the proposed Bellevue sites do not justify the harm to existing land use policies, future housing and job opportunities, and lost revenue in the city and state tax bases.

With so much on the line for current and future regional plans, we ask the Sound Transit Board to abandon the Bellevue alternatives and update the OMSF planning effort with improved alternatives and close collaboration with the impacted city or cities.

Sincerely,



Ross Jacobson  
BDA Chair



Patrick Bannon  
BDA President

O-5

## **Responses to Letter O1, Bellevue Downtown Association**

### **Response to Comment O1-1**

Opposition to the build alternatives in the Bel-Red Corridor has been noted.

### **Response to Comment O1-2**

Please see response to Comment L1-1 and the responses to Common Comments 11 and 13 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment O1-3**

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment O1-4**

Chapter 2, *Alternatives Considered* (Sections 2.2 and 2.3), of the Final EIS describes the background and analyses for the OMSF that led to the alternatives studied in the EIS, including discussion of the location, size and capacity needs, and the timing for development of the OMSF. Chapter 3.2, *Acquisitions, Displacements, and Relocations* (Section 3.2.3), of the Final EIS states that the International Paper Facility was purchased as a protective acquisition.

### **Response to Comment O1-5**

Please see the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment O1-6**

Please see the response to Common Comment 14 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment L1-1.

### **Response to Comment O1-7**

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Compensation for acquired properties and business relocation assistance would be the same for any build alternative.



## Letter O2, Bellmeade Association

## Bellmeade Association

11635 NE 30th Place, Bellevue, WA 98005 • Phone: (425) 822-6833 • FAX: (425) 746-1132

May 31, 2014

Sound Transit  
Union Station  
401 South Jackson Street  
Seattle, WA 98104-2826

RE: Regional Link Light Rail System Operations & Maintenance Satellite Facility

Dear Sirs:

The homeowners of the Bellmeade Association have reviewed proposed locations for the Operations & Maintenance Satellite Facility (OMSF) and feel very strongly that any Bellevue City location is not consistent with the City of Bellevue's Comprehensive Plan. As part of the Bridle Trails neighborhood, the expansion of the freeways and Link Rail system will already have a detrimental impact on the quite enjoyment of our homes.

O2-1

Rating the proposed sites, even though none are really acceptable, The Lynnwood site with storage tracks in Bellevue would be the least invasive.

O2-2

The worst site would be the SR-520 location. Northup or 20<sup>th</sup> Avenue is a major traffic for east Bellevue and the construction period would exacerbate an already stressed commute. The current impact statement does not take into account the impact on the over 100 business or the reduced tax revenues for the state, county and city, not just property taxes. These businesses employ local residents and serve the community allowing homeowners to travel short distances to obtain services. Displacing these businesses will have a direct effect on employment that has a snowball effect on the area, and could have additional negative effect on the remaining businesses. In addition, the current creeks are salmon bearing streams and would be affected negatively.

O2-3

Very truly yours,



Lynn Hurdelbrink  
President

lfh:fc

cc: Bellevue City Council  
Bridle Trails Community Club

## **Responses to Letter O2, Bellmeade Association**

### **Response to Comment O2-1**

Please see the responses to Common Comments 10 and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment O2-2**

General support for the Lynnwood Alternative over the other build alternatives has been noted.

### **Response to Comment O2-3**

Opposition to the SR 520 Alternative has been noted. Please see the responses to Common Comments 7, 8, 16, and 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter O3, Cedar Valley Grange**

To the decision makers of the Sound Transit Authority:

Let it be known that Cedar Valley Grange #306 opposes the location of Sound Transit Operations and Maintenance Facility in the city of Lynnwood,

Whereas, Cedar Valley Grange is a a major hub and vibrant community member for well over a hundred years, helping to establish such things as the Alderwood Water District, Lynnwood Fire Department, Lynnwood Aid/Medical response, Sonhomish County PUD, and champion of the Inter-urban trolley system,

Whereas, Cedar Valley Grange actively works for non-partisan politics, and ultimately a legislative forum for the community to voice their opinion and better our communities,

Whereas, Cedar Valley Grange supports Sound Transit and its light rail project,

Let it be known that Cedar Valley cannot support the proposal of locating the Sound Transit Operations and Maintenance Facility for light rail and mass transit due to looking at the plan and seeing such a hub located at the other proposed locations make more logistical and fiscal sense for the communities served by the Sound Transit Authority,

O3-1

Whereas, such a facility located across from Cedar Valley Grange #306 does not improve the neighborhood, nor does it fit with the proposed headquarters of Edmonds School District #15, nor does the economic benefits for the city of Lynnwood and the community of Cedar Valley outweigh the noise and nuisances,

O3-2

Whereas, such a facility in other proposed locations such as Bellevue, makes more fiscal sense as existing rail lines serve the proposed location; such a location is closer to the major linking hub of Seattle, where shunting of cars could be done quickly and efficiently for the proposed rail systems.

O3-3

Be it resolved, Cedar Valley Grange #306 cannot support the proposal of a Sound Transit Operations and Maintenance Facility in Lynnwood. Thank you for hearing our many voices.

Fraternally yours,

Csaba Orban  
Master  
Cedar Valley Grange #306



## **Responses to Letter O3, Cedar Valley Grange**

### **Response to Comment O3-1**

Opposition to the Lynnwood Alternative has been noted.

### **Response to Comment O3-2**

Please see the responses to Common Comments 9 and 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment O3-3**

Support of the build alternatives in Bellevue over the Lynnwood Alternative has been noted.

## **Letter O4, Eastside Rail Corridor Regional Advisory Council**

# Eastside Rail Corridor Regional Advisory Council

Letter O4

King County Courthouse  
516 Third Avenue, Room 1200  
Seattle, WA 98104

## MEMBERS:

June 20, 2014

Dow Constantine  
King County Executive

Jane Hague  
King County Councilmember

Larry Phillips  
King County Council Chair

Kathy Lambert  
King County Councilmember

Amy Walen  
Kirkland Mayor

John Marchione  
Redmond Mayor

David Namura  
Puget Sound Energy  
Public Policy & Local  
Government Affairs Manager

Joni Earl  
Sound Transit Chief  
Executive Officer

Kent Hale  
Link Light Rail Operations Maintenance and Satellite Facility  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104-2826

Dear Mr. Hale,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for Sound Transit's Link Light Rail Operations and Maintenance Satellite Facility (OMSF). We recognize the importance of this essential public facility in moving forward with voter-approved plans to expand the regional light rail system.

As members of the Eastside Rail Corridor (ERC) Regional Advisory Council (RAC) and the holders of ownership interests along the ERC, we have developed and serve as stewards of the vision for the corridor as a multi-use "corridor for the ages" that will provide economic, mobility, and recreational benefits to the Central Puget Sound region for generations to come. Last October, the RAC members jointly published a report entitled, *Creating Connections* that outlines our shared vision and detailed work program for the ERC. We appreciate the participation of Sound Transit CEO Joni Earl and staff in that process and look forward to continuing to partner with Sound Transit on achieving our vision.

As you know, three of the four OMSF alternatives under consideration involve use of portions of the ERC encompassed by Sound Transit's ownership interests. Our understanding is that the BNSF and BNSF modified alternatives would use 45 feet of the 100 foot ERC right of way for the OMSF, and the Lynnwood alternative would use 80 feet of the ERC right of way for storage tracks. These alternatives would leave 55 feet and 20 feet respectively for other uses in the corridor. Additionally, it appears that the BNSF modified alternative would involve three grade-separated crossings of the ERC incorporating bridges over the corridor.

O4-1

The RAC embraces the principle that we will respect the respective ownership rights of the five owners (the RAC members) and envisions the ERC as a multi-use corridor including trail, transit, and energy uses. As stated in RAC report recommendation 4C, the RAC would ask that

O4-2



Sound Transit work with us to develop plans that ensure public access and multiple uses, consistent with the owners' vision for the ERC, in the event that any of the three alternatives involving the ERC are chosen. RAC recommendation 7B further states, "The RAC recommends that owners maximize available space in the corridor by supporting development approaches that conserve and facilitate shared use of space." We are particularly concerned that the respective alternatives use of ERC right of way, as well as adding crossings over the ERC, preserve enough space to accommodate additional uses in the corridor, including the potential for north-south transit expansion. The ERC is a valuable resource, serving as the last untapped north-south connection between rapidly growing residential and employment centers in our region.

O4-2  
cont'd

Finally, as the ERC is subject to the federal Rails-to-Trails Act, and per RAC recommendation 4D, we would also like to work with Sound Transit to ensure the corridor is developed consistent with federal railbanking requirements.

O4-3

Thank you for your consideration of these issues.

Sincerely,



Jane Hague  
Co-Chair, Regional Advisory Council



Christie True  
Co-Chair, Regional Advisory Council



Larry Phillips  
King County Council Chair



Kathy Lambert  
King County Councilmember



Amy Walen  
Kirkland Mayor



David Namura  
Puget Sound Energy,  
Public Policy & Local Government  
Affairs Manager

## Responses to Letter O4, Eastside Rail Corridor Regional Advisory Council

### Response to Comment O4-1

As described in Chapter 2, *Alternatives Considered* (Section 2.6.2), of the Final EIS, the design of all build alternatives acknowledges the railbanked status of the Eastside Rail Corridor by allowing sufficient width and vertical clearance to accommodate a future trail and future freight or passenger rail use of the corridor.

For the BNSF Modified Alternative, the two at-grade crossings at the Eastside Rail Corridor (central to the site) would serve only the OMSF's internal traffic, including service and security guard vehicles. The low frequencies and speeds at these crossings would not cause delays or hazards for trail users. The two vehicle/rail crossings at the north and east ends of the alternative site would be on bridge structures and would not affect trail users.

Please also see the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, and responses to Comments L2-96 and L2-97.

### Response to Comment O4-2

See response to Comment O4-1. Use of the Eastside Rail Corridor for the Preferred Alternative and the BNSF Modified Alternative is related to the lead track providing LRV access in and out of the OMSF. The lead track has been designed to accommodate a future north-south light rail extension in the corridor, using the same tracks. As described in Chapter 2, *Alternatives Considered*, of the Final EIS, the Preferred Alternative would also include developing a temporary, interim-condition crushed gravel trail in the Eastside Rail Corridor near the OMSF. The specific location, design, and details regarding installation of this trail would be coordinated with the King County Department of Natural Resources and Parks, which is leading the Eastside Rail Corridor Regional Trail Master Planning process.

### Response to Comment O4-3

Please see response to Comment O4-1 and response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter O5, NAIOP Commercial Real Estate Development Association**



COMMERCIAL REAL ESTATE  
DEVELOPMENT ASSOCIATION

WASHINGTON STATE CHAPTER

Letter O5

June 23, 2014

Sound Transit Board  
Sound Transit Capital Committee  
c/o Board Administrator  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104

Dear Sound Transit Board and Capital Committee Members,

Thank you for the opportunity to comment on the DEIS for Sound Transit's Eastside Operations and Maintenance Satellite Facility (OMSF). We echo the position advanced by City of Bellevue and others that the Bellevue alternatives do not advance the best long-term land use, housing and density goals for the city.

We applaud Sound Transit's recent ridership growth and support the development of transit around the region. As our region continues to consistently and often rapidly grow, the way we use land within the Urban Growth Boundary is increasingly important.

The City of Bellevue's bold Bel-Red Corridor rezone is an example of the good work we need to do as a region if we are to wisely accommodate this growth. Adding density in areas like Bel-Red are the only way to maintain our region's high quality of life, which fuels our economy and preserves our natural landscapes.

Both proposed Bellevue OMSF heavy rail locations are within roughly a ¼ mile of the future 120<sup>th</sup> St. and 130<sup>th</sup> St. Light Rail Stations and are opportune long-term transit-oriented development sites. Losing either site to a 25-acre industrial rail maintenance yard would be a significant lost opportunity. In addition, choosing Alternative 4, the SR 520 site, would mean the displacement of more than 100 small businesses and non-profits.

To site a 25-acre industrial rail yard facility in either highly desirable future location also means a missed opportunity for future clustered residential and commercial uses and a pedestrian streetscape.

O5-1

# NAIOP

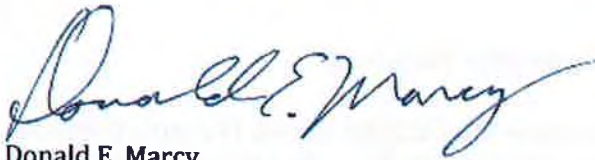
COMMERCIAL REAL ESTATE  
DEVELOPMENT ASSOCIATION

WASHINGTON STATE CHAPTER

We urge you to continue to work in good faith with the City of Bellevue and other stakeholders to consider alternative sites for the OMSF facility that will not preclude the future density and transit-oriented development uses our region so greatly needs, especially within the Bel-Red Corridor.

Thank you again for considering our concerns.

Sincerely,

A handwritten signature in dark ink, reading "Donald E. Marcy". The signature is fluid and cursive, with the first name "Donald" being more prominent and the last name "Marcy" following in a similar style.

Donald E. Marcy  
NAIOP Government Affairs Committee Chair

## **Responses to Letter O5, NAIOP Commercial Real Estate Development Association**

### **Response to Comment O5-1**

Opposition to the three build alternatives in Bellevue has been noted. None of the build alternative sites is within 0.25 mile of the future East Link 130th Avenue Station. Please see response to Comment L2-51 and responses to Common Comments 10, 11, 12, and 17 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS, which respond to the comments regarding the Bel-Red Corridor.

The Final EIS acknowledges the displacement of more than 100 businesses under the SR 520 Alternative. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, in the Final EIS.

## Letter O6, Quality Growth Alliance

**From:** Michelle Connor [mconnor@forterra.org]  
**Sent:** Thursday, June 12, 2014 12:36 PM  
**To:** \*Email All Boardmembers  
**Cc:** Kelly.Mann@ULI.org; hilary@futurewise.org; jpmccarthy@stoel.com; jhempelmann@cairncross.com; rolfe@uw.edu; Valerie Gray; tonys@mckinstry.com; BBakkenta@psrc.org; MDillon@Cairncross.com; suzanne5@uw.edu; cwolfe@crwolfelaw.com; APHurd@touchstonecorp.com; april@futurewise.org; pat@urbanrengroup.com; billkreager@gmail.com; ddavis@mbaks.com; rmiller@mbaks.com; gjohnson@wrightunstad.com; knicholson@legacypartners.com; gamster@kantortaylor.com; jared.jonson@uli.org; Robert Aigner; Don Marcy; Natalie Quick; Michelle Connor; Skip Swenson  
**Subject:** Sound Transit OMSF Siting Decision  
**Attachments:** QGA Letter to Sound Transit re TOD - Final - 12-6-12.docx

Dear Sound Transit Board Members,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the Link Light Rail Operations and Maintenance Satellite Facility (OMSF). In our letter to Sound Transit dated December 6, 2012, we commended the Sound Transit Board for its good work in developing a strong TOD Policy which the Board adopted later that month. The Sound Transit Board TOD Policy and the recently published Sound Transit TOD Strategic Plan Update recognize that light rail is not an end in itself but is a critical means for connecting housing, jobs and high capacity transportation. That objective is achieved by promoting, facilitating and supporting transit oriented projects. TOD provides great fiscal, economic and social benefits for our cities and for the people who live and work in the Region.

***In deciding where to construct the OMSF, Sound Transit should take careful consideration of the obstacles to development in the surrounding areas, and seek to ensure that siting is supportive of adopted TOD Policy, the TOD Strategic Plan Update, regional and city plans and common sense.***

O6-1

The QGA participated in the Growing Transit Communities Program (GTC) and is a signatory to the GTC Compact. The QGA supports development of walkable TOD that is accessible to people of all income levels.

***Abstentions:*** As a member of QGA, ULI national provided an Advisory Services Panel to Sound Transit, and therefore ULI is abstaining from further comment on this topic. Please note also that the UW and PSRC also abstain for institutional/functional reasons for each organization.

***The QGA supports Link Light Rail. We urge Sound Transit to plan for the long-term.***

Very Truly Yours,

Michelle Connor, Chair  
 Quality Growth Alliance

John Hempelmann, Immediate Past Chair  
 Quality Growth Alliance

Pat Callahan, Past Chair  
 Quality Growth Alliance

Michelle Connor



**Forterra | Executive VP, Strategic Enterprises**  
**901 Fifth Avenue, Suite 2200**  
**Seattle, Washington 98164**  
**C 206 484-1579 | W [www.forterra.org](http://www.forterra.org)**

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December 6, 2012

Sound Transit Board  
c/o Board Administrator  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Letter 06  
cont'd

Dear Sound Transit Board of Directors:

The Quality Growth Alliance is an alliance of diverse regional organizations, including eight environmental, real estate, and civic-related organizations. Members are committed to managing urban growth and leveraging it as an opportunity to address critical concerns such as density, access to transit, creation of community benefits such as mixed-income housing, and environmental sustainability.

Sound Transit has made great progress in improving its transit-oriented development (TOD) policies — we commend you for that. The Alliance has a few recommendations for three ways to improve your draft policies to better leverage the multibillion dollar regional investment and to learn from other transit agencies across the country.

1. **Explain why this new TOD policy is important.** Put Sound Transit's transit construction and operation in context as one critical element to achieve the region's vision for job-rich and housing-rich complete communities, as expressed through the Puget Sound Regional Council's VISION 2040 and the Growing Transit Communities Partnership.
2. **Incorporate potential or likely joint uses in the EIS scope for each site.** Possible combinations of office, multifamily, and retail development, public amenities, parking for transit patrons, residents and employees that are consistent with zoning can easily be incorporated into the environmental evaluation now. By doing so, future joint use and TOD opportunities can be preserved and enhanced.
3. **Include next steps for how the TOD policy will affect the agency's workplan.** Identify a timetable of "next steps" to develop procedures and guidelines to implement the TOD program in Section 3-D. As part of the development of procedures and guidelines to implement the TOD program, identify when and how a checklist will be created for how Sound Transit will prioritize TOD in different station-areas across the region. We hope that this policy will increase coordination between Sound Transit and PSRC in station-area development, including (1) the assessment of station-area development potential and (2) maintenance of an online one-stop-shop clearinghouse of development regulations, local land use process, public infrastructure, and current construction for each future station-area.

O6-2

Thank you for your consideration.



John Hempelmann, Carincross & Hempelmann  
Chair, Quality Growth Alliance



Pat Callahan, Urban Renaissance Group  
Chair, Quality Growth Alliance Policy Committee

#### About the Quality Growth Alliance

The Quality Growth Alliance is committed to building upon shared principles and fostering creative approaches not only to manage urban growth, but also to leverage it as a regional opportunity. Alliance members are the Urban Land Institute Northwest District Council, Puget Sound Regional Council, University of Washington College of Built Environments, Enterprise Community Partners, Forterra, Master Builders Association of King and Snohomish Counties, Futurewise, and NAIOP. More information is available at [www.qualitygrowthalliance.org](http://www.qualitygrowthalliance.org).

## **Responses to Letter O6, Quality Growth Alliance**

### **Response to Comment O6-1**

Please see the responses to Common Comments 13, 14, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment O6-2**

Submittal of the December 6, 2012, letter from Quality Growth Alliance addressing Sound Transit's TOD policy is acknowledged. This letter does not comment on the proposed OMSF project or Draft EIS.

## **Letter O7, Save Scriber Creek Park & Wetland**

**From:** Maryellen Walsh [tambosassy@gmail.com]  
**Sent:** Monday, June 23, 2014 6:22 PM  
**To:** OMSF  
**Subject:** No to OMSF in Lynnwood  
**Attachments:** 1800 Petitions.pdf

It is clear from reading the DEIS that the Lynnwood site should not even be under consideration for several reasons: | O7-1

1. Lynnwood's high quality, category II Wetlands must be preserved and protected; | O7-2
2. The Interurban Trail and Scriber Creek Park are designed for people to escape the pressures of the City and their experiences would be severely compromised by the presence of the OMSF; | O7-3
3. Wildlife habitats would be destroyed; | O7-4
4. The DSHS building would be bulldozed and people who live in the area and rely on DSHS would be adversely impacted; and | O7-5
5. An established neighborhood with hundreds of single family homes is directly across the street from the proposed OMSF. | O7-6

Last summer, our group, Save Scriber Creek Park and Wetlands Group, gathered over 1800 signatures in opposition to routes C1 and C2 for the Lynnwood Link. Elaine Somers, EPA, visited these sites and was extremely impressed with their high quality. | O7-7

C2 is directly in the path of the OMSF. The Lynnwood City Council asked Sound Transit to take C2 off the table last year. Sound Transit agreed. We don't understand why this site is even being evaluated for the OMSF

Maryellen Walsh  
on behalf of the Save Scriber Creek Park and Wetlands Group

## **Responses to Letter O7, Save Scriber Creek Park & Wetlands**

### **Response to Comment O7-1**

Opposition to the Lynnwood Alternative has been noted.

### **Response to Comment O7-2**

The Scriber Creek wetland category presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.3.4), of the Final EIS is Category II. Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment O7-3**

Chapter 3, Section 3.18, *Parklands and Opens Space*, of the Final EIS addresses impacts on Scriber Creek Park and the Interurban Trail.

### **Response to Comment O7-4**

Impacts on wildlife habitat resulting from Lynnwood Alternative are presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS.

### **Response to Comment O7-5**

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment O7-6**

Please see the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment O7-7**

Please see the response to Common Comment 2, in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter O8, Snohomish County Public Utilities District No. 1**



*Providing quality water, power and service at a competitive price that our customers value*

June 20, 2014

Perry Weinberg  
 Director, Office of Environmental Affairs and Sustainability  
 Sound Transit  
 Union Station  
 401 South Jackson Street  
 Seattle, Washington 98104

Re: Comment Letter Regarding the Draft Environmental Impact Statement for the Sound Transit Link Light Rail Operations and Maintenance Satellite Facility

Dear Mr. Weinberg:

Public Utility District No. 1 of Snohomish County (Snohomish PUD) has reviewed the Link Light Rail Operations and Maintenance Satellite Facility Draft Environmental Impact Statement and is providing several comments below pertaining to the project proposal involving the Lynnwood site location.

**Snohomish PUD Real Property Impacts - Lynnwood Site Location:**

PUD fee-owned property:

- |  |      |
|--|------|
| a. PNT right of way - parcel numbers 270421100300400 and 27042100403700  |      |
| b. Cedar Valley Substation - parcel number 27042100408300  |      |
| • PUD fee-owned property is not highlighted or identified in the DEIS. However, there are several references to the Interurban Trail which is only an easement granted to the City of Lynnwood by the PUD.   | O8-1 |
| • The proposed elevated tracks cross over the PNT right of way which will have major impacts to the safe operation of the existing power lines. These lines will need to be raised above the proposed elevated rail tracks. This will be challenging and costly. | O8-2 |
| • The PNT right of way is a major power line corridor that runs from Everett to the Snohomish/King County line.  | O8-3 |
| • Also, the PUD will be constructing the Cedar Valley substation in the next few years, this too will be impacted by the proposed location of the elevated tracks.   | O8-4 |

**Electrical Transmission and Distribution Facilities Impacts – Lynnwood Site Location:**

The DEIS acknowledges that there will be potential construction impacts to utilities and discussions with Sound Transit staff have identified several locations where the project proposal will conflict with existing electrical transmission and distribution facilities. We note the goals listed in DEIS section 3.16.2 to plan for relocating utilities and account for the relocation costs.

O8-5



Specific space requirements and limitation pertain to the location of Snohomish PUD facilities relative to structures, roadways, parking areas and other utilities. We require allowance for adequate space to provide electrical service and to maintain the required clearances to ensure public safety. The review of the DEIS has identified several potential impacts and we have added to this information with the following considerations that if applicable to the project proposal, should be included within the scope of the EIS environmental analysis.

O8-5  
cont'd

- Removing service at the existing buildings on the project site.
- Temporary relocations of electrical facilities during the construction phase.
- Providing service to the new facilities and possible necessary upgrades to the local area distribution infrastructure.
- Relocating overhead facilities as necessary to maintain clearance to the proposed elevated tracks and any crossings of the electrical transmission/distribution alignment. Several crossing locations have been identified and discussed with Sound Transit staff and include potential modification requirements along Cedar Valley Road, 52<sup>nd</sup> Avenue West and the Snohomish PUD Pacific Northwest Traction right-of-way.
- Utility relocations, easement modifications or easement acquisitions required for this project proposal should be identified as being included within the scope of the EIS environmental review or indicated that Sound Transit will perform and address any further environmental review in the future.
- Project permits should include any necessary utility work and could involve local, state and federal agency consultations, reviews and permits associated with, but not limited to construction permits, stormwater permits, work in water, work over water, cultural resources, critical areas and any associated buffers.

O8-6

O8-7

O8-8

O8-9

O8-10

#### **Operations Phase Electrical Service Capacity Impacts – Lynnwood Site Location:**

- The District presently has power line facilities in the area. However, we are unable to determine if sufficient electric capacity is available until additional load information and details for the proposed project are identified. Typically, projects of this magnitude require a system area study to determine what infrastructure improvements are required.

O8-11

Please have your engineers and architects work with District design staff to ensure overall viability of the design for all electrical utilities affected by the project proposal.

For information about specific electric service requirements, please call the District's Everett office at 425-783-8272 to contact a Customer Engineer.

Sincerely,



Ted Thompson

Senior Manager,

Distribution Engineering Shared Services

## Responses to Letter O8, Snohomish County Public Utilities District No. 1

### Response to Comment O8-1

The Lynnwood Alternative would not require acquisition of the Interurban Trail or other real property owned by Snohomish County Public Utilities District No. 1 (SnoPUD). Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations* (Section 3.2.4.5), of the Final EIS has been updated to acknowledge that acquisition of air rights would be required for the elevated lead track crossing of the PUD-owned Pacific Northwest Traction Company right-of-way where the Interurban Trail is located.

### Response to Comment O8-2

Chapter 3, Section 3.16, *Utilities* (Section 3.16.4.5), of the Final EIS acknowledges that the elevated lead track entering the south boundary of the Lynnwood Alternative site may create a vertical conflict with SnoPUD's 115-kilovolt transmission lines along with aerial communications and cable facilities connected to the transmission towers.

### Response to Comment O8-3

Please see responses to Comments O8-1 and O8-2.

### Response to Comment O8-4

Please see responses to Comments O8-1 and O8-2.

### Response to Comment O8-5

Please see responses to Comments O8-1 and O8-2.

### Response to Comment O8-6

Relocating utility poles that support overhead lines, aerial utilities to taller or different types of poles, and underground utilities from under the build alternative sites; constructing new distribution lines to provide power to substations; and inspecting, repairing, and encasing underground utilities at yard track crossings are discussed in general in Chapter 3, Section 3.16, *Utilities* (Section 3.16.4.2), of the Final EIS. Specific requirements for the on-site distribution systems will be determined during final design.

### Response to Comment O8-7

Chapter 3, Section 3.16, *Utilities* (Table 3.16-1), of the Final EIS provides a list of utilities that would be affected by the project; Table 3.16-2 identifies the approximate length of the utility lines that are to be relocated or protected for each of the build alternatives.

### Response to Comment O8-8

Chapter 3, Section 3.16, *Utilities* (Section 3.16.4.5), of the Final EIS states that the elevated lead track where it enters the south boundary of the Lynnwood Alternative site may create a vertical conflict with SnoPUD's 115-kilovolt transmission lines, as would the aerial communication and cable

facilities that are connected to the transmission towers. The track would run under the transmission lines, which would require raising approximately 600 feet of the transmission line to maintain the minimum vertical clearance. This would also affect Comcast and Frontier Communications facilities that are attached to the towers. Further analysis of impacts on the transmission lines at the Lynnwood Alternative site would occur during final design should it be selected as the alternative to build.

### **Response to Comment O8-9**

Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, of the Final EIS states that the Lynnwood Alternative may require a temporary construction easement for work over and adjacent to the Interurban Trail. The easement would accommodate construction of the elevated lead track guideway to the OMSF. Furthermore, Section 3.2.4.5 states that the Lynnwood Alternative would require a permanent aerial easement to accommodate the elevated guideway; acquisition of air rights would be required for the elevated lead track crossing of the SnoPUD-owned right-of-way where the Interurban Trail is located.

### **Response to Comment O8-10**

As part of the Final EIS, potential permits and required approvals were identified. Potential permits and approvals are listed in the Fact Sheet of the Final EIS and include permits for necessary utility work.

### **Response to Comment O8-11**

If the Lynnwood Alternative is selected as the alternative to build, additional coordination with SnoPUD would occur to determine how electrical demand for the facility might affect SnoPUD's overall capacity in this area. Electrical demand for the OMSF is discussed in Chapter 3, Section 3.11, *Energy* (Sections 3.11.4.2 and 3.11.4.6), of the Final EIS. Additional utility facilities that might be required to meet this demand are discussed in Chapter 3, Section 3.16, *Utilities* (Sections 3.16.4.2 and 3.16.4.5), of the Final EIS.

## **Letter O9, Winchester Estates Homeowners Association (Bridle Trails Community)**

**From:** Winchester Estates Board [winchesterboard@gmail.com]  
**nt:** Monday, June 23, 2014 6:47 PM  
**o:** OMSF  
**Subject:** No Rail Yard In Bellevue/Not at 520 Plaza!!!!!!!!!!!!!!

**As President of the Winchester Estates Homeowners Association we believe that locating an OMSF at the 520 Plaza in Bellevue** makes absolutely no sense. Placing a 25 acre Rail Yard adjacent to a residential neighborhood, Bridle Trails Community is not a wise decision, measured by any factor: economic, demographic or environmental.

O9-1

Don't make a 100 year mistake. Do the right thing. Keep the rail yard out of our neighborhood!!!!!!!!!!!!!!

Please listen to us.

James Binder

President, Winchester Estates Homeowners Association

## **Responses to Letter O9, Winchester Estates Homeowners Association**

### **Response to Comment O9-1**

Please see the response to Common Comment 20, in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter O10, Bridle Trails Community Club**

**From:** James Binder [jamesbinder@att.net]  
**Sent:** Monday, June 02, 2014 8:30 AM  
**To:** OMSF  
**Subject:** OMSF Bellevue Siting Proposal is an Environmental and Economic Disaster!!!

Dear Members of the Sound Transit Board

My name is James Binder and I am a member of the Bridle Trails Community Club's Board of Directors and a resident of Bridle Trails for over 28 years.

I have spoken at the recent Sound Transit Hearing in May as well as at the recent City of Bellevue Council Meeting.

Our club, as well as myself personally, consider the potential siting for an OMSF, particularly at the 520 site to be a disaster waiting to happen for the following reasons. I only hope you listen to the taxpayers, the residents, the businesses that would be displaced, as well as the City of Bellevue Council members who all are in agreement that this OMSF is: **WRONG PLACE FOR ALL REASONS.** O10-1

Respectfully submitted,

James A. Binder

[jamesbinder@att.net](mailto:jamesbinder@att.net)

On May 15, the Bridle Trails Community Club in Bellevue, at its last general membership meeting voted unanimously and overwhelmingly against Sound Transit's (ST) Draft EIS proposal to consider siting an Operations Maintenance Satellite Facility (OMSF) in Bellevue. Further, the Club's position is that the 520 Site (along NE 20th street/east of 130th Ave NE and just south of Highway 520) is totally out of character with our neighborhood, located barely 1/8 of a mile north from a proposed OMSF. The Club's position is that the 520 Site is not an acceptable alternative, by any measure. O10-2

- We represent 5,000 households. O10-3
- Citizens are concerned and weary with mega project overload (Bertha, 520 bridge, ST link rail, Highway 99 tunnel). Front page *Seattle Times*, May 7, 2014. O10-4
- All projects are over-budget and all have delayed completion dates. O10-5
- OMSF is not consistent with City of Bellevue's (COB) comprehensive plan. O10-6
- COB Council has voted 7-0 against ST's proposal to place an OMSF within the COB. O10-7
- OMSF is not consistent with current COB zoning (no big-boxes, mega-retail). O10-8
- Our BTCC neighborhood sits within 1/8 mile of one of the 2 proposed Bellevue sites (520 site). O10-9
- What will happen to the remaining properties across from the proposed 520 site, on NE 20th Street. Will they become an economic desert? O10-10
- Existing 520 Plaza retail is consistent with our neighborhood in attractiveness and services offered. O10-11
- ST's Draft EIS overlooked nearly all economic impacts (only considered property tax displacement, ignoring sales tax, B&O tax and payroll taxes)! For example: Acura of Bellevue dealership: 75 employees/\$53M/year in sales. O10-12
- 101 Land Uses displaced (approximate # of business required to relocate for the 520 alternative). O10-13
- Major impact on small-businesses and ripple effect of employment loss and displacement, as covered on KIRO-TV. O10-14
- The 520 site is the wrong place to build an OMSF. O10-15
- Goff Creek is a salmon-bearing stream and poses major environmental challenges.



## Responses to Letter O10, Bridle Trails Community Club

### Response to Bridle Trails Community Club

#### Response to Comment O10-1

Opposition to the SR 520 Alternative has been noted.

#### Response to Comment O10-2

Please see response to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding consistency between the SR 520 Alternative and surrounding land uses.

#### Response to Comment O10-3

Comment noted. Reasonably foreseeable future actions are acknowledged in Chapter 3, *Affected Environment and Environmental Consequences*, of the Final EIS.

#### Response to Comment O10-4

Comment noted. Please see Chapter 3, *Affected Environment and Environmental Consequences*, of the Final EIS for the updated construction status of reasonably foreseeable future actions.

#### Response to Comment O10-5

Please see response to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding consistency between the SR 520 Alternative and surrounding land uses.

#### Response to Comment O10-6

Comment noted.

#### Response to Comment O10-7

Please see responses to Common Comments 10, 11, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding environmental review of City of Bellevue zoning.

#### Response to Comment O10-8

Please see response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which addresses impacts on the Bridle Trails neighborhood.

#### Response to Comment O10-9

Chapter 3, Section 3.4, *Economics* (Section 3.4.5), of the Final EIS has been updated to address potential impacts on property values. The OMSF could have effects on nearby property values, but at any given location, property values are influenced by many factors, such as consumer confidence, local development pressures, regulatory conditions, and fluctuations in the regional economy, which could increase or decrease property values. Potential adverse indirect effects

on neighboring businesses are not anticipated because all build alternatives would be designed to accommodate their respective peak parking demand, and none would change the existing transportation network or access to nearby businesses. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment O10-10**

Comment noted.

**Response to Comment O10-11**

Please see response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding losses to Bellevue tax revenues.

**Response to Comment O10-12**

Please see response to Common Comment 7 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding employment loss and displacement.

**Response to Comment O10-13**

Please see response to Common Comments 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding displaced businesses.

**Response to Comment O10-14**

Comment noted.

**Response to Comment O10-15**

Please see responses to Common Comments 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding impacts on Goff Creek.

## **Individuals**

### **Letter I1, Devv Anderson**

**From:** Devv Anderson [nwhockeyfan@yahoo.com]  
**nt:** Monday, June 23, 2014 6:16 PM  
**o:** OMSF  
**Subject:** Lynnwood Maintenance Facility

In regard to the Lynnwood site for the maintenance center, I urge you to reconsider this location. This area is an established residential area with many pedestrians, kids, pets and elderly. This is not a location conducive to hundreds of train cars maneuvering daily. The activity around this neighborhood is busy, bicycles, strollers, kids and dogs. Many cats roam freely and will surely get squished nightly by these hundreds of "quiet" trains moving through our neighborhood.

I1-1

The noise, disruption, property devaluation and substantial danger to kids, bikers, walkers, and elderly is going to be huge. You might not be able to see that on your blue prints but I've lived here for 20 years and never before have there been this many pedestrians. I think people have lost or gotten rid of their cars or maybe they are trying to save money on gas but there are a lot of walkers and bikers. The trail has drawn a lot of people as well.

This is a noisy terrible ridiculous idea for our quiet peaceful neighborhood

Devv Anderson  
5308 202nd PI SW  
Lynnwood, WA 98036  
2062614605

## Response to Letter I1, Devv Anderson

### Response to Comment I1-1

Opposition to the Lynnwood Alternative has been noted. Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS for impacts on residents in the vicinity of Lynnwood Alternative.

Impacts on residents related to noise, safety, and the Interurban Trail are discussed in Chapter 3, Sections 3.5, *Social Impacts, Community Facilities, and Neighborhoods*; 3.6, *Visual and Aesthetic Resources*; 3.8, *Noise and Vibration*; and 3.18, *Parklands and Open Space*, of the Final EIS.

## Letter I2, Devv Anderson

**From:** karen andersen [andkin4@yahoo.com]  
**Int:** Monday, June 23, 2014 6:08 PM  
**o:** OMSF  
**Subject:** Maintenance Facility

Please do not build the Maintenance Facility for Sound Transit in a residential area of Lynnwood. This is a busy kid friendly, pet friendly, daycare friendly, bicycle friendly, retiree friendly area. Everybody walks. Many do not have cars. Many pets, strollers, kids and bikes. The noise will be very disruptive to sleep and general quality of life. This is not a good fit. It will be a permanent scar on the South Lynnwood landscape and forever depress property values.

I2-1

We also have a lot of wildlife in Lynnwood. It's not just a mall. Real people live here

Sincerely,  
Devv Anderson  
5308 202nd PI SW  
Lynnwood, WA 98036

## Response to Letter I2, Devv Anderson

### Response to Comment I2-1

Opposition to the Lynnwood Alternative has been noted.

As outlined in Chapter 3, Section 3.1, *Transportation*, of the Final EIS, the Lynnwood Alternative would not construct any at-grade rail crossings on roadways. Lead track configurations for all of the build alternatives would allow LRVs to enter and exit the OMSF along an elevated, exclusive right-of-way. Therefore, the proposed project is not expected to cause road obstructions or train conflicts with motorists, bicyclists, or pedestrians.

As documented in Chapter 3, Section 3.8, *Noise and Vibration*, of the Final EIS, construction activities would occur approximately 100 to 200 feet from the nearest residences under the Lynnwood Alternative. Because most construction activities are exempt during daytime hours, noise and vibration related to project construction are not expected to result in substantial impacts because the majority of construction activity would be contained on-site and would be temporary in nature.

Operational noise impacts under the Lynnwood Alternative would include one residence that would exceed the Lynnwood Municipal Code noise requirements by 10 dBA, one residence would exceed the code by 9 dB, and the remaining 16 homes would have noise levels from 1 to 7 dB above code. Mitigation with automated doors for the LRV wash system and a noise wall along 52nd Avenue W on the west side of the Lynnwood Alternative site, between the facility and the residences to the west, would fully mitigate all noise impacts.

Chapter 3, Section 3.9, *Ecosystems*, of the Final EIS describes wildlife habitats that would be affected by the Lynnwood Alternative site.



## Letter I3, Devv Anderson

**From:** karen andersen [andkin4@yahoo.com]  
**Sent:** Saturday, June 21, 2014 12:23 PM  
**To:** OMSF  
**Subject:** Lynnwood Transit Facility - Anderson Comment

Dear Sirs/Madame;

please reconsider your choice for Lynnwood as the site for the Sound Transit Maintenance Facility

Our home is within blocks of the proposed site and we will be impacted by noise, crime and dangerous road obstruction. Plus all the cats in the neighborhood will get run over by all those trains. It's a very sad thought that children will have to deal with so much heartbreak. This is a big area for kids, dogs, cats and bikes. I really don't understand how hundreds of trains fit into this picture.

I3-1

Please reconsider as many of us have lived here and raised kids second and third generation of families are moving back to this area because of its affordability. We have always been a family friendly neighborhood. Please don't destroy that for us. Most of us have worked hard all of our lives. Thank you

Devv Anderson  
5308 202nd PI SW  
Lynnwood WA 98036  
206-261-4604

## **Response to Letter I3, Devv Anderson**

### **Response to Comment I3-1**

Please see response to Comment I2-1. The OMSF is not a use or facility that would in any way increase crime. The facility would be secured with a perimeter fence and security lighting, and only authorized staff members would be present at the facility. No increase in crime is anticipated as a result of the OMSF.

## Letter I4, Karen Anderson

**From:** karen andersen [andkin4@yahoo.com]  
**ent:** Saturday, June 21, 2014 12:15 PM  
**fo:** OMSF  
**Subject:** Fw: LYNNWOOD MAINTENANCE FACILITY

On Saturday, June 21, 2014 12:01 PM, karen andersen <[andkin4@yahoo.com](mailto:andkin4@yahoo.com)> wrote:

To Whom it May Concern,

I am writing to strongly oppose the Lynnwood Maintenance Facility. This proposed facility will negatively impact the south Lynnwood residential area. There is no buffer area or easement between the proposed site and single family residences.

Living in Lynnwood for 25 years, our family has become accustom to traffic, development, industry but this is another level of intrusion that will seriously impact the viability of the neighborhoods. Property values will surely plummet and this is working class lower middle class working families. Families who invested a lifetime into one major investment and have miraculously been able to hold on through the last six years. This will be the final blow to a long tradition of single family working family homes. The homes that have kids in the yards playing, pets roaming, and mom and dad working. They will get shoved into an apt development because the value of their homes will collapse...again.

Our family values transit. We all ride one form another daily if not weekly. Sound Transit express to downtown, the Swift to Everett Station and occasionally the Sounder to games. We are Lynnwoodites we know and understand traffic.

This is about the maintenance station not the train. We want the train we support the train

I4-1

## **Response to Letter I4, Karen Anderson**

### **Response to Comment I4-1**

Chapter 3, Section 3.4, *Economics* (Section 3.4.5), of the Final EIS acknowledges that the OMSF, among a host of other factors, could have effects on nearby property values. Please also see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment I1-1.

## Letter I5, Laurel Anderson

**From:** Devv Anderson [nwhockeyfan@yahoo.com]  
nt Monday, June 23, 2014 2:51 PM  
o OMSF  
**Subject:** Lynnwood Maintenance Facility

I am writing today to urge Sound Transit to reconsider the Lynnwood site for the Maintenance Facility for light rail. This area is blocks from our family home and will disrupt our lives with noise, crime, obstructive traffic from trains rolling down neighborhood streets, and danger to pets, pedestrians and wildlife not to mention kids at play. The area is adjacent to the interurban trail which has extensive bicycle and pedestrian traffic. Kids and bikes and trains don't mix. Neither do pets and wildlife and trains for that matter.

Please reconsider the site location as this neighborhood is clearly not conducive to an industrial facility and the obstructions and noise of trains. This is an established neighborhood with a real sense of cultural identity. It's not just a dumping ground for Sound Transit. The value of my parent's home will surely plummet from this intrusive, unsightly, noisy, dangerous, disruptive facility.

I urge you to reconsider and leave our neighborhood to future generations of families who still appreciate the tradition of single family residences with yards and pets and kids.

Thank you

Laurel Anderson  
5308 202nd PI SW  
Lynnwood WA 98036

I5-1



## **Response to Letter I5, Laurel Anderson**

### **Response to Comment I5-1**

Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS and response to Comment I1-1.

## Letter I6, Rachel Anderson

**From:** karen andersen [andkin4@yahoo.com]  
**nt:** Saturday, June 21, 2014 12:30 PM  
**o:** OMSF  
**Subject:** Lynnwood

Please do not build the maintenance facility in our neighborhood.

I go to college and have to study a lot at night and the trains will make too much noise for us to sleep and study. I also have cats that I worry about.

Please relocate the facility to downtown Seattle which has a large industrial area. This neighborhood has lite industry with lots of buffer and greenspace.

The noise, environmental impact and safety issues should preclude this facility from being completed in Lynnwood.

Lynnwood has a lot of diversity, wildlife, green space, trees and civic pride. We have block parties with police, firefighters, and all the neighbors who bring food from all over the world, treasured family recipes. We have wonderful restaurants, shops, trails. Check out Tallay Thai and Kahlia and King Tuts sometime.

Rachel Anderson  
5308 202nd PI SW  
rnnwood, WA 98036

I6-1

## **Response to Letter I6, Rachel Anderson**

### **Response to Comment I6-1**

Please see response to Common Comment 29 in Chapter 5, Public and Agency Comment Summary, of the Final EIS and response to Comment I1-1.

## **Letter 17, Christina Aron-Syzcz**

**From:** Christina Aron-Sycz [aronsycz@gmail.com]  
**ent:** Monday, June 23, 2014 8:15 PM  
**o:** OMSF  
**Subject:** I oppose alternative site #4 in Bellevue

Dear Sound Transit Board,

For many Americans, the words "strip mall" conjur images of sad, dilapidated buildings combined with wastefully large parking lots. I feel very strongly that you have applied this kind of thinking by proposing the elimination of a "shopping plaza" at the corner of 130th Ave. NE and 20th St. in Bellevue. Because otherwise, it makes no sense.

This shopping plaza is, by FAR, one of the nicest, most aesthetically pleasing parts of all of the vastness of shopping that comprises 20th Street, as all Bellevue residents know (and again, assuming you do not, otherwise you would never have proposed such a site for a rail yard). And EVERYONE knows you don't take something that is truly lovely, and turn it into a pile of ruins, aka, a rail yard. It begs the question - have you ever even been to this site? Beheld it with your very eyes?

Besides the grievous mistake you would be making by eliminating wonderful, truly small "mom and pop" businesses, you would be taking away services from the residents of the neighborhood immediately to the north - Bridle Trails, of which I am a resident. I frequent this shopping plaza many times a week. I visit restaurants, owned by my daughter's classmate's family, get paint and great advice from Daly's, go to yoga...I could go on and on.

\* must be easy from where you sit to feel nothing about making a decision that does nothing to interfere with our own daily life. I ask you to take just 20 seconds, think about "that place" near your home where you end up going to several times a week for this and that...and imagine it being turned into AN INDUSTRIAL RAIL YARD. If you have the guts to imagine it, you would surely see that this is a pathetic choice for proposal.

Barring for a moment the fact that by even proposing these sites in Lynnwood and Bellevue that you are violating the understanding in your initial agreement with Bellevue, it is painfully obvious to the rest of us that either one of the other two sites in Bellevue is the kind of place that one would expect a rail yard to be found - I drive down each of these streets many times throughout an average week as I take my children to the library. Have you ever been down the block of 130th south of 20th? You'll find a cement foundry (talk about industrial!), and about a dozen auto collision repair shops...again, much more the kind of place you'd expect a rail yard.

By proposing site #4 as a possible location for a rail yard, you have cemented in the minds of the public of both the Eastside and greater Seattle that you are lacking in respectable judgement. If you had better judgement, you would have never proposed something that that hurts the very public your rail line is supposed to be serving. The key word is serving. You are charged with positions of public servants. Please start living up to your titles

And lastly, lest you think it's easy for me to write this and hide behind a keyboard and a screen, I am more than happy to come discuss this topic face to face. Just send me and email with a meeting proposal.

Sincerely,  
 Christina Aron-Sycz  
 idle Trails, Bellevue

I7-1

## **Response to Letter I7, Christina Aron-Syzcz**

### **Response to Comment I7-1**

Opposition to the SR 520 Alternative and support for the Preferred Alternative and BNSF Modified Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I8, Kelly Bach



**From:** Kelly Bach [kellynjames@comcast.net]  
**Content:** Monday, June 23, 2014 11:06 PM  
**to:** OMSF  
**Subject:** Proposed Railroad Yard-Bel-Red

I am writing to you as I am deeply opposed to the Bel Red business park as a proposed Railroad Yard. I have grown up in this area and chose to move back to this neighborhood after college to start a family, and am now here raising my kids. The idea of a railroad yard literally being down the street from my home has a significant negative influence on my neighborhood.

The current business park has many small businesses and a larger Acura dealership which employs a number of people and has a positive impact on the economy in this area. This business park is also home to a very unique therapy center. I am a pediatric nurse and have contact with MANY families who utilize the resources that MOSAIC offers. Unless you are a parent, teacher or healthcare provider, I do not think one can appreciate how specialized this therapy center is and how fortunate our community is to have this resource. Replacing this therapy center with a Railroad Yard would be a disservice to the community that it serves now and kids who need these services in the future.

I8-1

The business park is right along a creek- which is home to salmon and continues to have water/drainage issues- I cannot imagine this development would bring about a positive ecological change.

Bringing a railroad yard to this residential area would negatively impact our neighborhood in many ways, I am completely surprised that this site would even be considered. It seems that a Railroad Yard would need to be in an industrial zoned area, not paralleling an established Eastside neighborhood and taking over a small business area.

I hope that this email is not filed away but my voice is heard and that Sound Transit will make a decision to create a more appropriate, industrial location for their Railroad Yard.

Sincerely,  
Kelly Bach  
Sent from my iPad

## **Response to Letter I8, Kelly Bach**

### **Response to Comment I8-1**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, and response to Comment L2-72, which respond to the comments regarding impacts related to displacement of the MOSAIC Children's Therapy Clinic and salmon habitat, respectively.

## Letter I9, Tom Bean

**From:** Tom Bean [beantc@gmail.com]  
**Sent:** Friday, June 20, 2014 8:35 AM  
**To:** OMSF  
**Subject:** DEIS comment

I believe that the Lynnwood alternative should be discarded. It is not compatible with local land use plans and with other important public purposes (per the Edmonds School District). Sound Transit's documents note the need for land use plan changes and for land acquisition at the Lynnwood site. Sound Transit documents seem to suggest that these are merely routine hurdles to be jumped at Lynnwood. However, both of the other government agencies (City of Lynnwood, Edmonds School District) have clearly and repeatedly shared their opposition to Sound Transit's plans for the Lynnwood site. I see no reason to expect voluntary cooperation from those agencies. Sound Transit should honestly re-evaluate the situation, in which it seems that others have the legitimate right and strong inclination to say no.

I9-1

Leaving aside the issue of conflicting plans by other agencies with control of the site, the Lynnwood alternative seems short-sighted in any case. Long-term O&M needs will be best served by having OMSF facilities at the extreme ends of the system. Ultimately, Lynnwood will be just an intermediate stop between Tacoma and Everett. The eventual north-end OMSF should be located in Everett. An east-end OMSF in Bellevue makes sense in ways that a north-end OMSF in Lynnwood does not.

I9-2

Please focus your efforts on the achievable Bellevue alternatives and stop wasting time and energy on the flawed Lynnwood alternative.

Tom Bean  
 Lynnwood, WA

## Responses to Letter I9, Tom Bean

### Response to Comment I9-1

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding Edmonds School District's plans for the property Sound Transit would purchase as part of the Lynnwood Alternative.

As described in Chapter 3, Section 3.3, *Land Use*, of the Final EIS, an OMSF at the Lynnwood Alternative site would require that Sound Transit obtain a Conditional Use Permit. This process would inform the design of the OMSF to address compatibility with surrounding uses.

### Response to Comment I9-2

As described in Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS, OMSF alternatives identified for analysis must be in proximity to planned or existing light rail guideways funded under the ST2 program. The Lynnwood Link terminus is located at the Lynnwood Transit Center. Funding to develop the light rail system north of the Lynnwood Transit Center to Everett is not authorized or funded as part of ST2. As described in Section 2.2.1, extension of the core light rail system between Tacoma, Everett, and downtown Redmond will require a third maintenance facility along the north or east corridor, depending on where the OMSF to serve the ST2 fleet is built.

## Letter I10, Josh Benaloh

**From:** Benaloh, Josh [benaloh@microsoft.com]  
**Sent:** Thursday, June 19, 2014 3:45 PM  
**To:** OMSF  
**Subject:** Comments ...

Greetings,

I'd like to offer the following comments on siting of the OMSF facility. Of the choices given, it seems as though the BNSF site in Bellevue is by far the best. The Lynnwood option is less functional (as facilities on the Eastside would still be required and operations costs would be higher) and requires the cooperation of a public entity (the Edmunds School District) that does not wish to participate. The SR520 site is substantially more expensive, displaces far more businesses, and consumes property in a thriving retail district. The baseline (unmodified) BNSF proposal is more functional, less expensive, and consumes space that is currently underutilized and already partially owned by Sound Transit.

I10-1

That said, I would like to encourage flexibility. Planning work must proceed within the current scope, but a far better permanent location for an Eastside maintenance facility would be in Redmond – east of Marymoor Park in a sparse, light-industrial district immediately adjacent to the planned line. A possible 2016 ST3 vote could be enhanced by a commitment to continue Eastlink to downtown Redmond expeditiously and to move the OMSF to Redmond. This proposal could be appealing to both Bellevue (which would rid itself of a facility it doesn't want) and Redmond (which could get expedited light rail service – perhaps even concurrent with the opening of the rest of Eastlink). Although there would be funds lost in planning for an OMSF in Bellevue, this decision could be made prior to any construction. To get the timing to work, it might be necessary to begin preliminary engineering to the east side of Redmond (not the full route to downtown Redmond) before an ST3 ballot measure. But funding for this work was approved in ST2 and removed due to the financial downturn. With improving revenues, it may be possible to restore partial funding and complete the preliminary engineering that would allow an OMSF to be completed in time for use in Eastlink. This is a more aggressive approach, but taking action now that is compatible with this long-term option could produce the best permanent solution.

I10-2

**Josh Benaloh**  
 Redmond

## **Responses to Letter I10, Josh Benaloh**

### **Response to Comment I10-1**

Support for the Preferred Alternative and opposition to the other build alternatives has been noted.

### **Response to Comment I10-2**

Please see the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## **Letter I11, Heidi Benz-Merritt**

**From:** Heidi Benz-Merritt [heidibenz@frontier.com]  
**Sent:** Wednesday, June 18, 2014 4:48 PM  
**To:** OMSF  
**Cc:** KMarch@bellevuewa.gov  
**Subject:** comments to include on DEIS -- for LINK light rail yard and storage facility

**To: Sound Transit Board-**  
**From : Heidi Benz-Merritt**

**Please verify by email, that the comments below are entered into the DEIS record – for new proposed RAIL YARD Maintenance facility.**

Given the blank check voters have given the Sound Transit Board, and requests made during the scoping phase to evaluate other sites in the DEIS, it is unfortunate that ST is still not evaluating sites in light industrial zones. Nor does this DEIS include expansion of the existing SODO maintenance and storage yard as a preferred alternative. It is not only located in industrial zoning, it is perfectly situated at the “hub” of the future “hub & spoke” rail-configuration.. Expanding the existing SODO site, or co-locating near the existing SODO site would be feasible, if Sound Transit fixed the access point from Eastlink. Currently, the grade for trains moving westbound on I-90 to northbound along 1-5 is workable. But the grade on westbound 1-90 – to SOUTHBOUND 1-5 is NOT. The latter is very steep. A new access ramp could be built – with a workable grade – to allow Eastside trains a better access to the SODO maintenance yard--Sound Transit has completely ignored this pinch-point.

Without first addressing and then fixing- the train “unfriendly” grade on the WB 1-90 to SB 1-5 ramp, it virtually assures that the existing SODO (Seattle) maintenance yard will continue to have limited capacity to expand. But more importantly, without adding a new ramp for light rail at this junction--- it severely limits the practicality of even using light rail to go anywhere but downtown Seattle – from the Eastside. Without this new ramp, it would mean that all rail trips between Bellevue and the airport/Tacoma, would first have to go into Seattle, and transfer onto a southbound train – rather than simply traveling direct from Bellevue to points south of 1-90.

I11-1

The obvious solution to increasing capacity for maintenance and storage of rail cars system-wide is **at or near the existing SODO site**. Yes, it would require building a new ramp, but the new ramp would allow Eastside ratepayers to access all points south of I-90, without first transferring – and waiting, etc. – in downtown Seattle. Further, it would obviate the need to move train cars over the “long-haul” from Bellevue—to Lynnwood/Northgate. It would also remove the possibility of a significant portion of the ST rail-car inventory being stuck on the Eastside—when the I-90 bridge is closed during the frequent rain, ice and wind storms that will likely prevent fixed rail (heavy) movement on the bridge. Light/fixed rail cars have never been placed on a floating bridge anywhere in the world. Movement of rail cars – even empty of passengers-- from ANY maintenance/storage yards on the Eastside, would likely be at the mercy of weather, and stepped up maintenance schedules on the I-90 floating bridge.

None of these four sites in the DEIS is even a passable alternative. Clearly, Sound Transit needs some options, and does not appear to have done their ‘Homework’. Given that there are numerous problems with each of these sites, I request that Sound Transit add some additional “sites”, using a different model. In addition to expanding the SODO area for a rail yard, several, smaller, “mini-storage” rail yards should be pursued and analyzed. These “mini-rail yards” could be located at, or near the ends of the south, north and east lines – while respecting the existing land-uses, and the wishes of ratepayers and users of the system.

I11-2

Instead of adding one major, new rail yard, Sound Transit should investigate several, smaller, train-track spur-lines that would allow storage and maintenance next to existing parking lots. This would lower the acreage needed, and allow maintenance facility employees to use existing parking facilities, reduce costs, environmental impacts, etc. Smaller-rail car storage/maintenance spur-lines could easily be added near the

Microsoft campus and existing Park & Rides near NE 40 <sup>th</sup> /148 <sup>th</sup> and 156 <sup>th</sup> Ave NE. When the train eventually reaches downtown Redmond, similar storage facility could be placed at the terminus. Likewise, smaller, and more frequent side-tracks could be located next to Park-n-Rides, etc. on the northbound line to Lynnwood, and the southbound line to Tacoma.	I11-2 cont'd
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In addition to further analysis of these alternative “mini-storage rail yard” sites, the following additional environmental impacts should be addressed --before issuing the FEIS.	
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<b>1. Cumulative economic impacts</b> --- please address the impacts at the following stages:	
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a. costs associated with purchasing property for all 4 sites individually , including legal costs, and all costs associated with purchasing multiple parcels, and purchasing parcels from unwilling landowners, costs of legal action taken by unwilling property owners, citizens, City of Bellevue, etc. Include costs of all government agencies involved (state, county, COB, ST, etc.)	I11-3
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b. costs up-to day of opening	I11-4
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c. economic loss/impact to property taxes lost to ALL jurisdictions – including State, City of Bellevue, School District, County, King County Library, etc.-- of commercial property taken off the tax rolls. Compute economic impact per year, and over life of the project	I11-5
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d. economic impact to City, County, Sound Transit, and State of loss of revenue for : sales tax, B and O tax, etc.	I11-6
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e. economic loss to existing businesses on the 3 Bellevue sites. For example, the site at 130 <sup>th</sup> and NE 20 <sup>th</sup> has over 100 existing businesses on-site. Please contact these 100+ businesses, and disclose their projected losses and projected damages sought—if displaced by ST condemnation. Please gather this economic (impacts) information from each of the affected businesses, rather using a “ball-park” estimate.	I11-7
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<b>2. Traffic</b> The ITE Trip Generation Manual used to determine LOS calculation at nearby intersections does not address important traffic impacts for non-signalized intersections and AM /non-peak travel.	
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Northup Way, this should include, but not be limited to the following non-signalized intersections:

NE 24 <sup>th</sup> and 130 <sup>th</sup> , NE 24 <sup>th</sup> and 126 <sup>th</sup> /Cherry Crest, NE 30 <sup>th</sup> and 130 <sup>th</sup> Ave NE NE 24 <sup>th</sup> and 136 <sup>th</sup> Ave NE	I11-8
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a. Non signalized intersections – Please calculate traffic impacts for nearby non-signalized intersections, by using the “SECONDS DELAY” method – at the three Bellevue preferred sites. For the site at 130 <sup>th</sup> and	
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b. Given that the rail-yards will employ night-shift workers, their exit from the sites will coincide with the AM PEAK, not the PM Peak. Please analyze traffic impacts for AM PEAK, and include current traffic counts from AM traffic to/from Cherry Crest Elementary (not a regional school, with marked increase in vehicular traffic during drop-off AM hours. This should include analysis of signalized (i.e. 130 <sup>th</sup> and Northup Way) as well as seconds delay during AM PEAK at non-signalized intersections.	I11-9
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c. Cumulative traffic impacts Please separate and disclose <sup>2</sup> LOS data for all INDIVIDUAL signalized intersections ( not Mobility management district averages) within 1 mile of the proposed Bellevue sites – for both DAY of OPENING, and short-term, long term impacts.	I11-10
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<b>3. Noise</b> impacts (variable frequency, high frequency and high decibel noise impacts from ALL heavy equipment used for maintenance, cleaning, etc.. Frequency of horns blasting, and back-up horns, etc.	I11-11
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<b>4. Air Quality impacts</b> - disclose list of chemicals in emit ester (smells) or chemicals in aerosol . Disclose type, frequency, duration, and technical data on chemicals used for cleaning, maintenance, repair, etc.	I11-12
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**5. Water Quality impacts** - Salmon bearing streams run through the property at proposed site 130<sup>th</sup> and Northup Way. Stream is undergrounded through much of this site, but may likely require daylighting under current City regulations, if a change of land use could be obtained. Maintenance/storage yard affects to storm and surface water run off, fish habitat, and creek maintenance has not been thoroughly addressed. Have all affected tribes been contacted, and their environmental concerns addressed?

I11-13

Please include me as a party of record. Thank you,

Heidi Benz-Merritt,  
3006 130<sup>th</sup> Place NE  
Bellevue, WA 98005  
[heidibenz@frontier.com](mailto:heidibenz@frontier.com)  
425 883-8856

## Responses to Letter I11, Heidi Benz-Merritt

### Response to Comment I11-1

As described in Chapter 2, *Alternatives Considered*, Section 2.3.1 of the Final EIS, expansion of the existing light rail maintenance facility in South Seattle was considered as an alternative. Expansion of the existing operations and maintenance facility could not provide the necessary space for maintenance and functions; the entire fleet of 180 LRVs cannot be efficiently deployed from the Forest Street OMF due to the limited capacity of accessing the main line and deploying service to the Eastside. By consolidating the entire fleet to a single site, a system failure during the morning deployment could result in the entire fleet being trapped and unable to begin service.

### Response to Comment I11-2

Please see response to Comment L2-22.

### Response to Comment I11-3

The Summary, Table S-1, of the Final EIS provides the capital and operational costs associated with the proposed project. Capital costs include right-of-way costs (i.e., costs for property acquisition and relocation assistance). Estimates of potential legal costs from project challenges are not included in the capital cost estimate. Property acquisition costs are typically not shared by multiple agencies.

### Response to Comment I11-4

Chapter 2, *Alternatives Considered*, of the Final EIS provides a breakdown of proposed project costs. Table 2-5 provides the estimated costs of real estate acquisitions and relocations, final design and construction, capital costs, and annual operating costs.

### Response to Comment I11-5

Chapter 3, Section 3.4, *Economics*, of the Final EIS provides information related to tax revenue losses that would result from each build alternative. Please also refer to the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I11-6

Please refer to the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I11-7

Please refer to the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which addresses concerns related to displacement of businesses under the SR 520 Alternative. Chapter 3, Section 3.4, *Economics*, of the Final EIS provides information related to the number of businesses that would be displaced under each alternative. Sections 3.2, *Acquisitions, Displacements, and Relocations*, and 3.4, *Economics*, state that Sound Transit would provide relocation assistance to displaced businesses.

### Response to Comment I11-8

As outlined in Appendix E.1, *Transportation Technical Report*, of the Final EIS, the proposed site access driveways were evaluated for level of service using the standard accepted methodology prescribed by the *Highway Capacity Manual* (2010). This analysis methodology allows for the determination of intersection levels of service using grades of A through F, which are assigned based on average delay calculations. The appendix includes analysis results with level of service and the associated delays (reported in average seconds per vehicle) for the site access driveways for each build alternative site (Table 15 for the Preferred Alternative and BNSF Modified Alternative and Table 18 for the SR 520 Alternative). As described in the Final EIS and Appendix E.1, all of the build alternatives would result in net decreases in traffic generated on local roadways compared to the existing land uses on those sites. The proposed project would not increase traffic at any intersection (signalized or unsignalized) within the City of Bellevue; therefore, and no additional operational analysis of off-site intersections is required for the build alternatives located in Bellevue.

### Response to Comment I11-9

The trip generation estimates developed for the build alternatives accounted for all types of employees and shifts expected during full operation of the OMSF. The trip generation estimates and all of the supporting assumptions are described Appendix E.1, *Transportation Technical Report*, of the Final EIS. This section provides the details related to the types of trips that would be made throughout a typical day, including during the AM peak hours. The analysis includes detailed estimates of AM peak-hour traffic generation. Please also see response to Comment I11-8.

### Response to Comment I11-10

Please see response to Comment I11-8. .

### Response to Comment I11-11

Appendix E.2, *Noise and Vibration Technical Report*, of the Final EIS states the assumptions used for the noise and vibration analysis and lists all noise-producing equipment expected to be used at the OMSF. These noise sources are included in the analysis.

### Response to Comment I11-12

The same types of chemicals and solvents being used at the Forest Street OMF would be used for the proposed OMSF. The limited types and quantities of chemicals used at the OMSF would not result in odors noticeable at neighboring properties. The OMSF would not likely be considered a nuisance from odors, unlike land uses such as sewage treatment plants, landfills, recycling facilities, and certain manufacturing facilities.

### Response to Comment I11-13

The potential impacts of the SR 520 Alternative on stormwater runoff are addressed in Chapter 3, Section 3.10, *Water Resources*, of the Final EIS. Impacts on water resources and fish habitat have also been evaluated in detail in Appendix E.3, *Ecosystems Technical Report*, of the Final EIS. Please also see response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. As stated in Appendix E.3, *Ecosystems Technical Report* (Section 4.1.2.1), per Sound Transit design criteria, stormwater facility design for the identified build alternative will meet or exceed local and state requirements.

As part of the EIS process, government-to-government consultation was conducted with all potentially concerned tribes, namely, the Confederated Tribes and Bands of the Yakama Indian Nation, Tulalip Tribes of the Tulalip Reservation, Suquamish tribe, Snoqualmie tribe, and Muckleshoot Indian tribe. This is described in Appendix B, *Public Involvement and Agency Coordination*, of the Final EIS. Also, Appendix A, *Document Support Information*, of the Final EIS provides a list of recipient tribes.

The Muckleshoot Indian tribe provided comments on the Draft EIS, and the tribe's concerns have been acknowledged and addressed. Please also see response to Comment T1-1.

## Letter I12, J.A. Binder



**From:** James Binder [binder.james@gmail.com]  
**nt:** Monday, June 23, 2014 6:38 PM  
**o:** OMSF  
**Subject:** No Rail Yard in Bellevue...especially at 520 Plaza

**To locate an OMSF at the 520 Plaza in Bellevue** makes absolutely no sense. Placing a 25 acre Rail Yard adjacent to a residential neighborhood, Bridle Trails Community is not a wise decision, measured by any factor: economic, demographic or environmental.

Don't make a 100 year mistake. Do the right thing. Keep the rail yard out of our neighborhood!!!!!!!!!!!!!!

Please listen to us.

J.A. Binder

Bellevue, WA

I12-1

**From:** James Binder [jamesbinder@att.net]  
**nt:** Monday, June 23, 2014 6:34 PM  
**o:** OMSF  
**Subject:** No Rail Yard at 520 Plaza in Bellevue

**Please consider our urgent plea to not locate an OMSF at the 520 Plaza in Bellevue.** It makes absolutely no sense. To place a 25 acre Rail Yard adjacent to a residential neighborhood, Bridle Trails Community is not a wise decision, measured by any factor: economic, demographic or environmental.  
Don't make a 100 year mistake. Do the right thing. Keep the rail yard out of our neighborhood!!!!!!!!!!!!!!  
Please listen to us.  
James Binder  
Bellevue, WA

I12-2

## **Responses to Letter I12, J.A. Binder**

### **Response to Comment I12-1**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I12-2**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I13, J.A. Binder

**From:** James Binder [binder.james@gmail.com]  
**ent:** Monday, June 23, 2014 3:15 PM  
**o:** OMSF  
**Subject:** Fwd: OMSF Bellevue Siting Proposal is an Environmental and Economic Disaster!!!

Dear Members of the Sound Transit Board

I consider the potential siting for an OMSF, particularly at the 520 site to be a disaster waiting to happen for the following reasons. I only hope you listen to the taxpayers, the residents, the businesses that would be displaced, as well as the City of Bellevue Council members who all are in agreement that this OMSF is: **WRONG PLACE FOR ALL REASONS.** | I13-1  
 Respectfully submitted,  
 James A. Binder

On May 15, the Bridle Trails Community Club in Bellevue, at its last general membership meeting voted unanimously and overwhelmingly against Sound Transit's (ST) Draft EIS proposal to consider siting an Operations Maintenance Satellite Facility (OMSF) in Bellevue. Further, the Club's position is that the 520 Site (along NE 20th street/east of 130th Ave NE and just south of Highway 520) is totally out of character with our neighborhood, located barely 1/8 of a mile north from a proposed OMSF. The Club's position is that the 520 Site is not an acceptable alternative, by any measure. | I13-2

- We represent 5,000 households. | I13-3
- Citizens are concerned and weary with mega project overload (Bertha, 520 bridge, ST link rail, Highway 99 tunnel). Front page *Seattle Times*, May 7, 2014. | I13-4
- All projects are over-budget and all have delayed completion dates. | I13-5
- OMSF is not consistent with City of Bellevue's (COB) comprehensive plan. | I13-6
- COB Council has voted 7-0 against ST's proposal to place an OMSF within the COB. | I13-7
- OMSF is not consistent with current COB zoning (no big-boxes, mega-retail). | I13-8
- Our BTCC neighborhood sits within 1/8 mile of one of the 2 proposed Bellevue sites (520 site). | I13-9
- What will happen to the remaining properties across from the proposed 520 site, on NE 20th Street. Will they become an economic desert? | I13-10
- Existing 520 Plaza retail is consistent with our neighborhood in attractiveness and services offered. | I13-11
- ST's Draft EIS overlooked nearly all economic impacts (only considered property tax displacement, ignoring sales tax, B&O tax and payroll taxes)! For example: Acura of Bellevue dealership: 75 employees/\$53M/year in sales. | I13-12
- 101 Land Uses displaced (approximate # of business required to relocate for the 520 alternative). | I13-13
- Major impact on small-businesses and ripple effect of employment loss and displacement, as covered on KIRO-TV. | I13-14
- The 520 site is the wrong place to build an OMSF. | I13-15
- Goff Creek is a salmon-bearing stream and poses major environmental challenges.

## **Response to Letter I13, J.A. Binder**

### **Response to Comment I13-1**

Please see response to Comment O10-1.

### **Response to Comment I13-2**

Please see response to Comment O10-2.

### **Response to Comment I13-3**

Please see response to Comment O10-3.

### **Response to Comment I13-4**

Please see response to Comment O10-4.

### **Response to Comment I13-5**

Please see response to Comment O10-5.

### **Response to Comment I13-6**

Please see response to Comment O10-6.

### **Response to Comment I13-7**

Please see response to Comment O10-7.

### **Response to Comment I13-8**

Please see response to Comment O10-8.

### **Response to Comment I13-9**

Please see response to Comment O10-9.

### **Response to Comment I13-10**

Please see response to Comment O10-10.

### **Response to Comment I13-11**

Please see response to Comment O10-11.

### **Response to Comment I13-12**

Please see response to Comment O10-12.

**Response to Comment I13-13**

Please see response to Comment O10-13.

**Response to Comment I13-14**

Please see response to Comment O10-14.

**Response to Comment I13-15**

Please see response to Comment O10-15.

## Letter I14, Mollie Binder



**From:** Mollie Binder [molliebinder@gmail.com]  
**Sent:** Monday, June 23, 2014 6:56 PM  
**To:** OMSF  
**Subject:** No Rail Yard in Bellevue at 520 Plaza

Don't do the wrong thing. Keep our neighborhood out of your plans. It makes no sense to put a 25 acre rail yard adjacent to our residential neighborhood.

NO RAIL YARD IN BELLEVUE. DO NOT MAKE A 100 YEAR MISTAKE.

Mollie Binder  
Bellevue, WA

I14-1

## **Response to Letter I14, Mollie Binder**

### **Response to Comment I14-1**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I15, Ron Bromwell

**From:** Ron Bromwell [rbromwell13650@hotmail.com]  
**Sent:** Monday, June 16, 2014 9:40 AM  
**To:** OMSF  
**Subject:** Bellevue OMSF sites

Our family has lived in Bellevue since 1966. We are long term enthusiasts of the management and civic pride of our city and its development as a model for a modern community. We are active members of both the Shadow Wood Lane HOA and the Bridle Trails Community Club. We are supporters of a light rail system in Bellevue and were pleased with the route plans until the surprise announcement of an OMSF facility proposed for location in the Bel-Red area.

We find the each of the proposed OMSF Bellevue sites to be totally inconsistent with the current and planned uses of the areas under consideration. Therefore; we strongly oppose further consideration of these sites and recommend further study of either a more suitable west side location nearer to Lynnwood or a site in the Redmond area where there appears to be adequate space in a location with less population density.

I15-1

We sincerely hope that your considerations will give full attention to the hostility to this project we have noticed in our attendance at meetings and in conversations on the subject. Please also remember that Bellevue is currently under pressure to install new high voltage power transmission lines which will significantly affect the appearance and livability, not to mention reduction in property values, in the affected areas of the city. The combination of these two very undesirable projects being considered at the same time adds to the opposition to change which is present at this time.

I15-2

Thank you for your attention to these objections, we trust that they will be added to the many others you are bound to receive and will cause a re-evaluation of the present Sound Transit plans.

Sincerely,

Barbara, Ron and Joanne Bromwell  
 13650 NE 34th Place, Bellevue, WA 98005

## **Responses to Letter I15, Ron Bromwell**

### **Response to Comment I15-1**

Opposition to the build alternative sites being located in Bellevue has been noted. Please see the responses to Common Comments 4, 10, and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS, which discusses how potential alternatives were identified and evaluated.

### **Response to Comment I15-2**

Opposition to siting an OMSF in the City of Bellevue has been noted.

## **Letter I16, Jeff and Lynn Brown**

**From:** jeff Brown [jeff@sctech.com]  
**Sent:** Wednesday, May 14, 2014 11:30 AM  
**To:** OMSF  
**Subject:** OMSF Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I am responding to your recent mailer describing the 4 options being considered for the OMSF, 3 of which are in Bellevue. Of the 3 options in Bellevue, two are between 120<sup>th</sup> Ave and 116<sup>th</sup> Ave in area which is currently commercial/industrial. One of the options is on 20<sup>th</sup> Street Letter I13 which currently acts as a corridor to near-by residential communities, especially Bridle Trails. The space allocated to OMSF currently hosts restaurants and retail services for those same communities. We feel strongly that the site on 20<sup>th</sup> street is not appropriate. Other sites are far better suited for storage and maintenance of light rail vehicles.

I16-1

Jeff and Lynn Brown  
12705 NE 39<sup>th</sup> ST  
Bellevue, WA 98005  
303 915 4438

## **Response to Letter I16, Jeff and Lynn Brown**

### **Response to Comment I16-1**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## Letter I17, Anna Budai

**From:** Anna [sweet\_family208@hotmail.com]  
**ant:** Monday, June 23, 2014 4:31 PM  
**io:** OMSF  
**Subject** Mainstenance Facility

Dear Sound Transit Director,

I am one of the neighbor to the plan for the field where Sound Transit is planning to put their Operations and Maintenance Facility.  
I am against for this proposal, for this reason:

- 1. This facility will be much more expensive to build here, than to the Bellevue location. | I17-1
- 2. This area is not a commercial area. Lots of families live here with small children, and the noise, the lights from the operation will effect our living. We all will loose this quiet and family oriented neighborhood! | I17-2
- 3. I will propose a new location in Everett plane field, which is a commercial area. The train will need to go up any way in that direction and it would be better to build the Maintenance Facility there and storage them also. | I17-3

Thank you for your consideration,  
Sincerely,

Anna Budai

## Responses to Letter I17, Anna Budai

### Response to Comment I17-1

Opposition to the Lynnwood Alternative due to higher costs has been noted.

### Response to Comment I17-2

Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Chapter 3, Section 3.6, *Visual and Aesthetics* (Section 3.6.4.2), of the Final EIS discusses lighting impacts related to the project. A lighting plan has not yet been prepared, but it is assumed that the exterior lighting would be similar to that of the Forest Street OMF, which has light poles up to 80 feet high and exterior lighting on the buildings. Design measures to reduce light pollution would employ the technologies available at the time of project design. Such measures could include shielding the lights to avoid light spill on adjacent properties.

### Response to Comment I17-3

One of the key considerations with respect to screening sites is the proximity of a potential site to an existing or future light rail segment, as outlined in Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS. The Lynnwood Link terminus is located at the Lynnwood Transit Center. There is no existing or proposed, as part of ST2, light rail line in Everett (north of Lynnwood Transit Center).

## **Letter I18, Emily Christensen**

**From:** Emily Christensen [emilydchristensen@gmail.com]  
**Sent:** Tuesday, June 03, 2014 2:00 PM  
**To:** OMSF  
**Subject:** Public Comment on OMSF

Hi -

I understand the need for ST to have a new OMSF, especially when the system will be growing. I do have a problem with the site being in Bellevue, especially if it is partially for the Lynnwood section. I truly believe that there should be three OMSFs - the current one in Seattle, one in the northern section, like Lynnwood, and a third on the Eastside (but why Bellevue - especially in an area that has already been planned for future residential and business growth - why not a more open space in Redmond, Sammamish, Issaquah...). ST may even want to think about a southern OMSF, to accommodate future growth. I think the reason why ST may be in trouble now is that they are making these decisions at the last possible time. I'd love to see ST in the future do more long-term planning.

ST should be acquiring property NOW for it's future growth. doing things last minute makes the public feel like they are blindsided!

I18-1

Emily Christensen  
15160 NE 81st Way Unit 103  
Redmond, WA 98052

## **Response to Letter I18, Emily Christensen**

### **Response to Comment I18-1**

Opposition to the build alternative sites being located in Bellevue has been noted. Chapter 2, *Alternatives Considered* (Section 2.2.2), of the Final EIS describes why a southern OMSF option would not meet the operational needs for the ST2 program. Please also see the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding consideration of sites in Redmond.

## Letter I19, Seon Chun

**From:** ChunSeonJin [momofanne@hotmail.com]  
**Sent:** Wednesday, June 04, 2014 7:37 PM  
**To:** OMSF

May 2014

**RE: OMSF DEIS Comments**

Dear Sound Transit Capital Committee and staff:

My name is Seon Chun and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

**As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.**

**In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.**

*The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "rebuild" the site and create a transit-oriented development that builds off the nearby Spring District development.*

I19-1



Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

I19-1  
cont'd

Thank you for considering my comments.

Sincerely,

Seon Chun

## **Responses to Letter I19, Seon Chun**

### **Response to Comment I19-1**

Please see response to Comment B18-3.

## Letter I20, Charles Comfort

**From:** Charles Comfort [ccmacskippy@msn.com]  
**Sent:** Thursday, May 15, 2014 10:41 AM  
**To:** OMSF  
**Subject:** New Maintenance Facility

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Only a couple of comments:

1. Is the plan for East Link to be able to route rail cars directly into the Central Link line? If so, then if the East Side Options would probably make sense if they are operational cost at par with the Lynnwood site, since you could stage/surge/start/stop all or most of the East link cars from the East Side. If East Link rail can't transfer cars directly into the Central Link line, then the Lynnwood site would seem to be the obvious choice since in the event of a catastrophe that shuts down any of the maintenance sites, you need to be able to get the cars to the other site.

I20-1

2. Any site selection over another should obviously include travel distance since a shorter distance implies lower maintenance and power costs and therefore lower carbon, and again, if the East Link alignment includes an option to move rail cars directly into the Central Link line, it would seem like the East Side sites would be a better pick if they are closer the to the Central Link base.

I20-2

Regards,

Charles H. Comfort Jr.

## Responses to Letter I20, Charles Comfort

### Response to Comment I20-1

The East Link system would interline with the Central Link system at the International District/Chinatown Station and travel north through the Downtown Seattle Transit Tunnel. As outlined in Chapter 3, Section 3.1, *Transportation* (Section 3.1.1.1), of the Final EIS, beginning in 2023, two lines will be in operation. One line will operate between Lynnwood and Overlake Transit Center, and the other line will operate between Lynnwood and Kent/Des Moines. The two lines will merge at the International District/Chinatown Station and share the same tracks between the merge point and Lynnwood. The shared tracks include a tunnel that will stretch 8.7 miles between the International District/Chinatown Station and the tunnel portal just south of Northgate Transit Center. The two lines will be scheduled to alternate operations on the shared tracks in both directions.

### Response to Comment I20-2

As part of the siting process, Sound Transit prepared the Link Corridor Analysis in August 2012, in which travel times of rail cars was analyzed in relation to a sites ability to meet operational needs of the ST2 system. Chapter 3, Section 3.1, *Transportation*, of the Final EIS describes light rail operating characteristics, including estimated travel times.

## Letter I21, Linden Clausen

**From:** Linden Clausen [lindenclausen@gmail.com]  
**Content:** Tuesday, June 10, 2014 2:25 PM  
**To:** OMSF  
**Subject:** COMMENTS ON OMSF LYNNWOOD SITE  
**Attachments:** comments on OMSF.wps

See attached comments with addressee info

## COMMENTS ON OMSF BY LYNNWOOD RESIDENT

Linden Clausen  
20212 52<sup>nd</sup> Ave W  
Lynnwood, WA  
June 10, 2014  
Lindenclausen@gmail.com

As a resident home owner, who lives across the street from the proposed site, I am concerned that my family's quality of life will be degraded by the OMSF Lynnwood Alternative. I fear that increased traffic, noise, vibration, and light pollution during operation of the link cannot be fully mitigated, and that effects of the construction phase would be even worse. | I21-1

The DEIS, in Section 3.6., says that the visual impact on residents of the likely C3 alternative will be moderate. I feel that mitigation offered by a 6 foot fence will not keep an industrial facility the size of the OMSF across (and along) the street from a residential area from degrading the aesthetics of the neighborhood and of traveling the sidewalks, bike paths, and roadway of 52<sup>nd</sup> Ave. W. The many striped poles seen at the downtown OMSF are an example of what we would see from 52<sup>nd</sup>. | I21-2

I did not see where the DEIS addresses the effect of light from the OMSF on the surrounding area. The night operations of the facility could be a significant contributor to light pollution in our neighborhood. | I21-3

Although the DEIS seems to say that there will be no impact from noise or vibration and little from traffic, I am concerned that operations of the OMSF will be more noticeable and disruptive to the residential area at night, when other activities in the area have decreased. | I21-4



## Responses to Letter I21, Linden Clausen

### Response to Comment I21-1

Objection to Lynnwood Alternative is noted. Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I21-2

The striped poles at the Forest Street OMF are Overhead Contact System (OCS) poles; design of the OCS poles would likely differ at the new OMSF, as the OCS poles at the Forest Street OMF are a public art project, “Safety Spires” by Dan Corson and Norie Sato. It has not been determined if OCS poles at the new OMSF will be incorporated as part of the facility’s public art. Please see response to Comment L5-21 and Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I21-3

Chapter 3, Section 3.6, *Visual and Aesthetics* (Section 3.6.4.2), of the Final EIS discusses lighting that may be required to support nighttime construction and operations at the OMSF.

### Response to Comment I21-4

The noise analysis includes nighttime activities at the OMSF. As described in Section 3.8.1.1, predicted noise levels at night (between 10 p.m. and 7 a.m.) are increased by 10 dBA in the impact analysis modeling assumptions to account for nighttime noise sensitivity conservatively at residential properties.

## Letter I22, Ayele Dagne

**From:** Ayele Dagne [ayele.dagne@gmail.com]  
**ant:** Monday, June 02, 2014 9:31 PM  
**o:** OMSF; council@bellevuewa.gov  
**Subject:** 520 Site is the Wrong place for OMSF

Please DO NOT place OMSF at the proposed 520 site

It will be disastrous for the Cherry Crest and surrounding neighborhoods.

We are Yshearg Dagne and Ayele Dagne. We moved to Cherry Crest, 2618 127th Ave NE in 1990 and have lived here since then. We raised three sons, who went to college and are now gainfully employed. Antonio Valentino (a WW II hero) worked with the city and gave us the Cherry Crest mini-park so that the neighborhood young children could play and have a safe place for all children.

I22-1

With the OMSF at the proposed 520 site, just a couple of minutes from the minipark, the character of the neighborhood will change drastically. It will no longer be safe for children to ride their bicycles or walk to the stores or eateries as we used to.

1. It is not consistent with the character of the neighborhood. | I22-2
2. It is not consistent with City of Bellevue Comprehensive Plan | I22-3
3. it is not consistent with the current zoning | I22-4
4. It will create an economic desert around the site | I22-5
- 5.Existing 520 Plaza retail is consistent with our neighborhood in attractiveness and services offered - BECU, | I22-6  
 staurants, small businesses etc...
6. ST's Draft EIS overlooked significant adverse economic impacts! | I22-7
- 7.It is displacing 101 businesses! This is an economic disaster! | I22-8
- 8.It has major impact on small businesses and ripple effect of employment displacement!!! | I22-9
- 9.Environmentally disastrous - Goff Creek is a salmon-bearing stream and poses major environmental | I22-10  
 challenges

THE 520 SITE IS THE WRONG PLACE FOR OMSF!

-Ayele Dagne

## Responses to Letter I22, Ayele Dagne

### Response to Comment I22-1

Opposition to the SR 520 Alternative has been noted. Please see Chapter 3, Section 3.18, *Parklands and Open Space* (Section 3.18.4.5), of the Final EIS, which evaluates potential impacts on the Cherry Crest Mini Park. As described in Section 3.18.4.5, Cherry Crest Mini Park is separated from the SR 520 Alternative by SR 520 and would not experience impacts from construction or operation of the OMSF.

### Response to Comment I22-2

Please see response to Comment L1-1.

### Response to Comment I22-3

Please see response to Comment L1-1.

### Response to Comment I22-4

Please see response to Comment L1-1.

### Response to Comment I22-5

Opposition to the SR 520 Alternative due to impacts on small business owners noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I22-6

Opposition to SR 520 Alternative in response to impacts on small business owners noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I22-7

Temporary adverse impacts related to construction of the proposed project alternatives have been identified and evaluated in Chapter 3, Section 3.4, *Economics*, of the Final EIS. Potential mitigation to reduce these impacts has also been provided in this chapter.

### Response to Comment I22-8

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I22-9

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I22-10**

Analysis of impacts on Goff Creek is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS. Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I23, David J.**

**From:** davidj6211@gmail.com  
**ent:** Wednesday, June 18, 2014 8:48 PM  
**o:** OMSF  
**Subject:** Maintenance Lynnwood

Hello,

Thanks for considering Lynnwood as a possibility for the maintenance site. I feel its good for the community and jobs in our area. If I was working there, I'd prefer it be close to our homes. Driving to Bellevue would be quite costly. In a city with employment issues, this opens new jobs and opportunities for other local business to contract with your site. I feel this is a perfect choice. Bellevue doesn't want it and they don't deserve it either. Bellevue is taking the city in another direction. I want Lynnwood to remain diverse in its employment options for our citizens.

Please choose us!

Thanks,

Dave

Sent from Surface

## **Response to Letter I23, David J.**

### **Response to Comment I23-1**

Support for the Lynnwood Alternative has been noted.



## Letter I24, Reiner Decher

**From:** Reiner Decher [reiner54@gmail.com]  
**Sent:** Tuesday, May 20, 2014 9:05 AM  
**To:** OMSF; council@bellevuewa.gov  
**Subject:** OMSF siting

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Ladies and Gentlemen,

I recently attended a meeting of the Bridle Trails Community where a short presentation on the OMSF siting was discussed and a "unanimous" vote was taken regarding locations currently in play. While I agree with the Community that the site between SR 520 and NE 20 St is very undesirable, I do not agree with the sentiment that a Bellevue location is inappropriate. The site east of 124th Ave NE is not a bad choice for a number of reasons and I would endorse locating the OMSF there. The reasons are:

1. the nature of the area has always had railroad activity in the area. Perhaps not recently but it certainly was there in the past.
2. The economic impact is likely modest, perhaps even small considering other options.
3. Most importantly, it may well be that ST will need the facility if service is expanded to communities further East and North (Redmond, Kirkland, Woodinville) in the 50-70 years.

--  
 Reiner Decher  
 Prof. Emeritus  
 U of Washington,  
 Seattle WA  
 425-885-1305

mail address  
 5249-140th Ave NE  
 Bellevue WA 98005

## **Responses to Letter I24, Reiner Decher**

### **Response to Comment I24-1**

Opposition to the SR 520 Alternative and general support for the Preferred Alternative has been noted.

### **Response to Comment I24-2**

Support for the Preferred Alternative has been noted.

## Letter I25, Michelle Deerkop

**From:** C Deerkop [deerkopc@msn.com]  
**Sent:** Monday, June 23, 2014 1:36 PM  
**To:** OMSF  
**Subject:** maintenance facility

I am emailing to comment on the proposed maintenance facility in Bellevue.

I think Bellevue should be considered as a sight for this facility. The long-range vision of the city mentions transportation & mobility and fast reliable transit & making sure "Bellevue is well connected to the rest of the region and its activities via roads & transit". It is time for the city to acknowledge that access comes with a price, and that may mean citing the facility in Bellevue. The reasons for placing the facility are valid and having the facility in the middle of the line does make sense.

I25-1

Thanks,  
Michelle Deerkop

## **Response to Letter I25, Michelle Deerkop**

### **Response to Comment I25-1**

Support for the alternatives located in Bellevue has been noted.

## **Letter I26, Patti and Don Dill**

June 14, 2014

Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104-2826

Re: DEI Comment  
Light Rail Maintenance Facility Bellevue:

We strongly object to the idea of placing a Light Rail Maintenance Facility at 130<sup>th</sup> Avenue and 20<sup>th</sup> Street in Bellevue (the 520 option). The fact that this location is even on your list is absurd. You would be removing a large number (101) of existing small businesses that are thriving in a wonderfully designed neighborhood shopping area and replacing these businesses with a huge industrial complex that does not fit into the neighborhood at all. In addition, Bellevue and the State of Washington would be losing a large tax base as a result of you closing these businesses.

I26-1

Your Alternatives Analysis is incorrect in stating on page 4-9 that "The OMSF would not result in substantial changes to the visual environment because the building mass, size, and use are typical of the surrounding area". This is NOT TRUE. The OMSF is not at all consistent with the mass, size and use of the neighborhood. I encourage you to take a drive down 20<sup>th</sup> Street between 130<sup>th</sup> and 140<sup>th</sup> Avenues and look at the area. You will see that a mass transit maintenance base is not at all consistent with the flavor and function of this neighborhood.

I26-2

Please also note that you would be destroying sections of Goff Creek, which is a salmon stream. I don't think washing and repairing light rail trains over Goff Creek is an idea that would pass environmental review.

I26-3

The BNSF option, which is across the street from the King County Metro bus maintenance base seems much more logical, if, in fact, the Bellevue options are the only options under consideration.

I26-4

Sincerely,

  
Patti and Don Dill, Bellevue, WA



## Responses to Letter I26, Patti and Don Dill

### Response to Comment I26-1

Opposition to the SR 520 Alternative due to the removal of small businesses and potential land use conflicts has been noted. Please see responses to Common Comments 8 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I26-2

The summaries given in Chapter 4, *Alternatives Analysis* (Table 4-2), of the Final EIS, focus on comparing the build alternatives and their effectiveness in addressing the proposed project's goals and objectives. Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, of the Final EIS provides a broader discussion of potential visual effects of the proposed project. Appendix F.3, *Visual Simulations and Key Observation Point Analysis*, of the Final EIS provides a visual simulation of impacts at the SR 520 Alternative site. A key observation point for the visual analysis is located at NE 20th Street east of the site. The visual analysis acknowledges and describes the current view of commercial developments and describes the effect of the proposed OMSF project. If the SR 520 Alternative was selected as the alternative to build, viewers traveling west on NE 20th Street would see the OMSF site in the background from approximately west of 148th Avenue NE to 140th Avenue NE.

### Response to Comment I26-3

Analysis of impacts on Goff Creek is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS. Please also see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Vehicle wash water would be controlled on-site and discharged to the sanitary sewer system for all build alternatives. It would not enter Goff Creek or any other stream or wetland at the build alternative sites.

### Response to Comment I26-4

Preference for the Preferred Alternative, of the Bellevue alternatives, has been noted. The OMSF alternatives also include an alternative site in Lynnwood (see Chapter 2, *Alternatives Considered*, of the Final EIS).

## Letter I27, Beverly Dillon

**From:** Bev Dillon [bevdillon7@yahoo.com]  
**nt:** Monday, June 23, 2014 8:49 PM  
**o:** OMSF  
**Subject:** Maintenance facility sites question

To Sound Transit -  
I do not want to have a light rail maintenance facility site in our  
City of Bellevue.  
Bellevue already has thoughtful plans for the land in this city.  
Please find a site in another outlying area.  
Beverly Dillon

I27-1

## **Response to Letter I27, Beverly Dillon**

### **Response to Comment I27-1**

Opposition to the alternatives being located in Bellevue has been noted.

## Letter I28, Debbie Dimmer

**From:** Debbie Dimmer [debbie.dimmer@gmail.com]  
**nt:** Wednesday, May 21, 2014 8:11 PM  
**o:** OMSF; council@bellevuewa.gov  
**Subject:** Sound Transit OMSF

**Follow Up Flag** Follow up  
**Flag Status:** Flagged

I am writing to voice my strong opposition to option 4, locating the OMSF in Bridle Trails. Having an operations facility at the entrance to my neighborhood is not what I envision having to drive past on a daily basis. I enjoy the numerous and varied small businesses which already occupy this location. Existing 520 Plaza retail is consistent with our neighborhood in attractiveness and services offered. Other sites being considered are in industrial areas and will not disrupt families and neighborhoods. Please do not destroy the neighborhood ambiance of Bridle Trails.

I28-1

Your own study indicates this is site would cause the greatest disruption to businesses, the environment, and cause the greatest loss in tax revenue. I am also very concerned how it would impact our property values.

I strongly urge you to not select the 520 Bridle Trails site for the OMSF.

Debbie Dimmer  
12810 NE 32<sup>nd</sup> Pl  
Bellevue, WA 98005

## **Response to Letter I28, Debbie Dimmer**

### **Response to Comment I28-1**

Opposition to SR 520 Alternative has been noted. Please see the responses to Common Comments 8, 16, 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I29, Glenda and Paul Donlan**



**From:** Glenda Donlan [glenda\_donlan@hotmail.com]  
**Sent:** Wednesday, May 14, 2014 8:21 PM  
**To:** OMSF  
**Subject:** Input on the Potential Sites for OMSF

We are longtime residents of the Bridle Trails neighborhood, with a home near the intersection of 134<sup>th</sup> Ave NE and NE 24<sup>th</sup> St. We have lived here for over 15 years, and the larger Cherry Crest/Bridle Trails neighborhood has been and continues to be a quiet residential area with a focus on family-friendly activities. During the day, the area is active with pedestrians, bicyclists, and elementary school traffic (including buses for most of the neighborhood children). High school students learn to drive at a nearby training facility and practice their nascent skills on nearby streets. Evenings are quiet and peaceful, with minimal light pollution. The stores and restaurants on NE 20<sup>th</sup> Street are family-friendly, smaller in size, and have minimal impact on the safety and tranquility of the neighborhood.

We are opposed to Potential Site 4: Bellevue SR 520, adjacent to NE 20<sup>th</sup> Street. Placing the OMSF at this site would significantly and detrimentally affect the neighborhood and surrounding area. Employees will cause increased weekday and weekend traffic congestion (assuming seven day operations) at the times when families are making trips to and from school and work, or going on weekend biking or walking jaunts, or driving to family activities in the area. The light and noise of night and weekend operations will also harm the character of the nearby residential neighborhoods. | I29-1

Another very serious concern is the environmental impact. This area is home to bald eagles, coyotes, owls, and a variety of other birds, as well as some deer and bobcat. (All of these creatures have been regular visitors to our yard and our neighbors' yards.) There are many nocturnal (and diurnal) creatures whose survival would be threatened by the light, noise, and potential pollution produced by a maintenance facility. Area residents are sensitive to and protective of Goff Creek, which not only serves as its own fragile aquatic ecosystem but directly affects salmon habitats as part of the larger water basin. | I29-2

The other potential Bellevue sites under consideration are in areas that are already home to industrial, light manufacturing, and evening/weekend shift-type operations. These areas, while relatively nearby, are far enough removed from the neighborhood that their operations do not affect the residents and wildlife of our community. Bellevue is a city committed to preserving the character of its neighborhoods. Please respect the residents and wildlife of this neighborhood, and remove Site 4 from consideration. | I29-3

Sincerely and respectfully yours,

Glenda and Paul Donlan  
 3233 134<sup>th</sup> Ave NE  
 Bellevue WA 98005  
 425.985.2278

## Responses to Letter I29, Glenda and Paul Donlan

### Response to Comment I29-1

Opposition to the SR 520 Alternative has been noted.

As described in Chapter 3, Section 3.1, *Transportation* (Section 3.1.5.2), and in Appendix E.1, *Transportation Technical Report*, of the Final EIS, all of the proposed OMSF alternatives, including the SR 520 Alternative site, would result in net decreases in traffic generated on local roadways compared to the existing land uses on those sites. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

As described in Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4.5), of the Final EIS, no noise impacts would occur due to operation of the SR 520 Alternative, including during nights and on weekends. The nearest residences are at least 700 feet from the site. Similarly, any exterior security lighting installed at the OMSF would be similar to that of the Forest Street OMF, which has light poles up to 80 feet high and exterior lighting on the buildings. Design measures to reduce light pollution would employ the technologies available at the time of project design. Such measures could include shielding the lights to avoid light spill on adjacent properties.

### Response to Comment I29-2

Comment noted. Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Analysis of wildlife impacts within the SR 520 Alternative site are presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS. As described in Section 3.9.3.3, the SR 520 Alternative site is 92% developed. There is a large patch of undeveloped forested habitat immediately north of the site, but it separated from the site by SR 520, which forms a wildlife barrier. Commenter notes the diversity of wildlife observed in their neighborhood; however, the commenter lives in a relatively forested area on the opposite side of SR 520 and approximately 0.6 mile north of the SR 520 Alternative site.

### Response to Comment I29-3

Opposition to the SR 520 Alternative and general support for the Preferred Alternative and BNSF Modified Alternative have been noted.

## Letter I30, Elna Duffield

**From:** Elna Duffield [l.duffield@comcast.net]  
**Sent:** Tuesday, June 03, 2014 10:24 PM  
**To:** OMSF  
**Subject:** 25 Acre Railyard in Bellevue area

I don't feel the area north of Northup Way from the Plaza 520 Complex to the Acura Dealership is the appropriate location for a railyard. It makes no sense to destroy the 100's of businesses in that area when there are other locations that are both better suited and would not have the financial impact at this proposed location. This is NOT a good plan for this area of densely populated businesses and it doesn't make good economic sense.

I30-1

Respectfully,  
Elna Duffield  
206-779-5046  
Email: [L.Duffield@comcast.net](mailto:L.Duffield@comcast.net)

## **Response to Letter I30, Elna Duffield**

### **Response to Comment I30-1**

Opposition to the SR 520 Alternative due to the displacement of businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I31, Millie English

**From:** Millie English [english.millie@gmail.com]  
**ent:** Monday, June 23, 2014 3:01 PM  
**o:** OMSF  
**Subject:** I am a 34-year resident of 13236 NE 40th St., Bellevue, Washington

I think a 20-25 acre industrial facility like OMSF is not consistent with the zoning in the Bel-Red corridor

All of the potential sites will displace businesses which I patronize and which pay taxes.

OMSF at Northrup and 130th would shut down 101 businesses.

Millie English

I31-1

## **Response to Letter I31, Millie English**

### **Response to Comment I31-1**

Opposition to the SR 520 Alternative due to inconsistency with the Bel-Red Corridor and displacement of businesses has been noted. Please see the responses to Common Comments 8 and 11 in Chapter 5, Final EIS, *Public and Agency Comment Summary*, of the Final EIS.



## Letter I32, Jeff Finn

**From:** Jeff [jeff\_finn@hotmail.com]  
**ent:** Monday, June 23, 2014 4:08 PM  
**To:** OMSF  
**Subject:** OMSF Draft Environmental Impact Statement Comment

Thank you for the opportunity to comment on the OMSF Draft EIS.

If there are not other significant environmental concerns about siting the Operations and Maintenance Satellite Facility, it appears to me that the primary objection to siting the facility at the Bellevue BNSF location is that using this location for the OMSF would result in the significant negative impact of changing the use of property that had been planned for higher density mixed use residential development within walking distance of the EastLink Light Rail's planned 120th Street station.

I32-1

From my perspective, I do not understand why the imperceptibly different *Alternative #3, Bellevue: BNSF Modified* was proposed instead of one which under-grounded the OMSF at the BNSF site. My proposed alternative would preserve the ground level for the existing and comprehensively planned mixed residential/commercial uses by merely providing a cover platform over the OMSF.

We have done this in our region before. The Washington State Convention Center over I-5 is a perfect illustration of allowing for dense transportation system uses and people uses on the same piece of real estate

I32-2

I would also think that the sale of the development rights above an OMSF at the BNSF location could go a long way toward paying for any extra costs incurred for under-grounding the OMSF. Of course, my assumption should be subjected to impartial, professional economic analysis.

Thank you for your consideration of my comments,

Jeff Finn  
 14232 NE 2nd PL  
 Bellevue, WA 98007  
 425-643-4694

## Responses to Letter I32, Jeff Finn

### Response to Comment I32-1

Objection to the Preferred Alternative and BNSF Modified Alternative has been noted. Please see the response to Common Comment 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

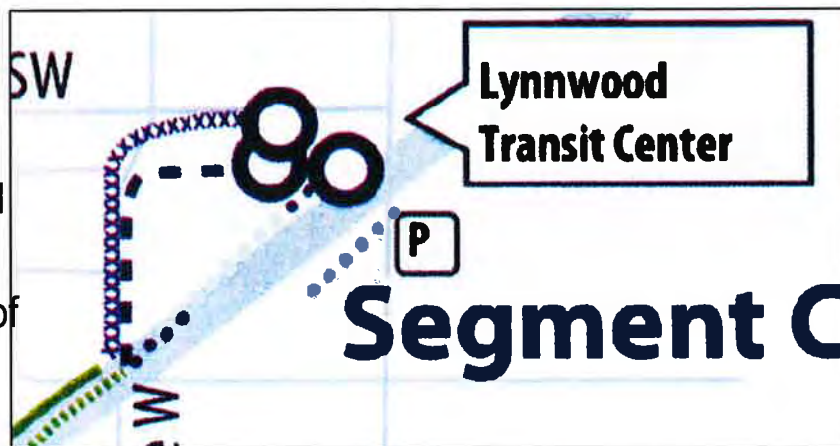
### Response to Comment I32-2

The BNSF Modified Alternative was developed to leave a frontage area along 120<sup>th</sup> Avenue NE available for other development.

Support for an underground OMSF at the Preferred Alternative site has been noted. Chapter 2, *Alternatives Considered* (Section 2.3.1), of the Final EIS discusses why this was not advanced. Please see the response to Common Comment 3 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding changes to the Preferred Alternative to maximize TOD potential on the site.

## **Letter I33, Warren B. Funnel**

# I am against the proposed installation of Sound Transit's repair and maintenance facility in the Cedar Valley Community of Lynnwood.



1. The proposed installation would impact my neighborhood with noise and commotion.

I33-1

2. Lynnwood has a number of precious views and unassuming landscaping.

I33-2

This installation would turn the area into an industrial operation, with a huge disruption in the Cedar Valley Community.

3. The land has already been studied for construction of an office building for Edmonds School District, which would have landscaping, and allow a walking path around the perimeter, making for a neighborhood asset. Walking around a chain link fence with razor-sharp barbed wire around the top, and perhaps guard dogs, would bring shame to the community. **More than \$1,400,000 tax dollars invested would be wasted.**

I33-3

4. There are other proposed locations in Bellevue, and I suppose the planners feel that the dissenters are the "NOT IN MY BACKYARD" group. In this case it would be almost in my front yard. Too many people in the Cedar Valley Community would be adversely affected.

I33-4

5. It will create a level of noise and activity that is not conducive to an established community such as ours, Cedar Valley.

I33-5

6. Property values would plummet.

I33-6

submitted by Warren B Funnell / 20510 – 53<sup>rd</sup> Ave W / Lynnwood WA 98036  
June 22, 2013

## Responses to Letter I33, Warren B. Funnel

### Response to Comment I33-1

Opposition to the Lynnwood Alternative due to noise impacts on surrounding neighborhoods has been noted. Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I33-2

Chapter 3, Section 3.6, *Visual and Aesthetic Resources*, of the Final EIS analyzes potential visual impacts at the Lynnwood Alternative site; no adverse impacts were found.

### Response to Comment I33-3

Opposition to the Lynnwood Alternative due to potential conflicts with the Edmonds School District property plans and proposed fencing has been noted. Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding coordination efforts between Sound Transit and the Edmonds School District.

Fencing would be coordinated with the Lynnwood City Code to ensure compatibility with surrounding uses.

### Response to Comment I33-4

Comment noted. Impacts on residents related to noise, safety and the Interurban Trail are discussed in Chapter 3, Sections 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, 3.6, *Visual and Aesthetic Resources*, 3.8, *Noise and Vibration*, and 3.18, *Parklands and Open Space*, of the Final EIS.

### Response to Comment I33-5

Please see response to Comment I33-1.

### Response to Comment I33-6

Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I34, Brett Gibbs

**From:** Brett G. [gibbsb@live.com]  
**Sent:** Monday, May 12, 2014 11:23 AM  
**To:** Bellevue Council; OMSF  
**Subject:** Sound Transit maintenance facility DEIS comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Sound Transit and Bellevue Council,

The draft environmental impact statement has been published. We are now in a comment period.

It appears that one of the Bellevue alternatives in Bel-Red is the preferred option, with supposedly no sensitive noise or vibration impacts according to what I read in the executive summary. The document says that some noise reduction measures would be included if a Lynnwood site was selected but apparently these measures wouldn't be taken for the Bellevue sites. It would be interesting to get clarification about why these measures weren't considered appropriate for the Bellevue alternatives. It appears that Sound Transit believes that nearby residences and businesses wouldn't experience any significant noise or vibration disturbances from a Bellevue site.

I34-1

It also appears that impacts to car and pedestrian traffic, such as impacts caused by trains moving in and out of the facility, were not considered in the environmental impact statement, or at least I could find no mention of them in the executive summary. Are these impacts taken into consideration when selecting a site?

I34-2

<http://www.soundtransit.org/Projects-and-Plans/Link-Operations-and-Maintenance-Satellite-Facility/OMSF-document-archive/OMSF-Draft-Environmental-Impact-Statement>

Thanks,

Brett Gibbs



## Responses to Letter I34, Brett Gibbs

### Response to Comment I34-1

The noise analysis conducted for the alternatives in Bellevue used FTA criteria and the local noise control ordinance from the City of Bellevue. A noise impact at the existing Metro Bus Maintenance base was identified, located directly east of the Preferred Alternative site that can be mitigated with a sound wall. No other noise impacts were identified under either criterion; therefore, no mitigation is proposed. More information on noise impacts is located in Chapter 3, Section 3.8, *Noise and Vibration*, and Appendix E.2, *Noise and Vibration Technical Report*, of the Final EIS. Please also see response to Common Comment 25 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding concerns about noise impacts on the Seattle Children's Hospital: Bellevue Clinic and Surgery Center.

### Response to Comment I34-2

Chapter 3, Section 3.1, *Transportation*, of the Final EIS addresses vehicle and pedestrian traffic. None of the build alternatives would construct new at-grade crossings of roadways. Lead track configurations for all of the build alternatives would allow LRVs to enter and exit the proposed project along an exclusive right-of-way. None of the build alternatives would result in new off-site conflict points for automobiles or pedestrians.

## Letter I35, Kirby Gilbert

**From:** Kirby Gilbert [kirbywgilbert@gmail.com]  
**ent:** Monday, June 16, 2014 6:46 PM  
**o:** OMSF  
**Subject:** OMSF Draft Environmental Impact Statement - comments  
**Attachments:** RailYard Historic Tree info.pdf

Hello, I have reviewed the Draft EIS and to me clearly the BNSF alternative is a rational and practical choice and while the Bel-Red corridor takes a potential disproportional "hit" in terms of future development reductions but it makes practical sense for the region as it is the lowest cost alternative (and low environmental impact or also will likely be the least environmentally damaging practicable alternative (LEPDA) from the Clean Water Act 404 standpoint; and it is least disruptive in terms of business displaced and cost and construction impacts. Its also in situated in low topographic point from the common transportation residential viewpoints and overall the environmental and social-economic impacts are likely the least cost choice to our Puget Sound region that benefit from the commerce and transportation mobility benefits of this light rail expansion. Most people likely strive to see achieved with the further expansion of Sound Transit Light Rail as other cities have experienced the great ridership and benefits of an expanded rail system that will need basic services and operational utilities to run the yard.

I35-1

Specifically to the BNSF alternative I note that the cultural resources professionals should slightly re-analyze potential historic impacts related to the Area of Potential Effect (APE) as there are historic Sequoia Trees across 120th Avenue that are part of a historic planting of Sequoia Trees that span up and down 120th, south to north ranging from Northup Way to 24th Street NE. see attached aerial photo. those trees could likely be saved since they are across the road from the Audi Dealer and the proposed rail yard footprint. Thanks and feel free to contact me if needed - [kirbywgilbert@gmail.com](mailto:kirbywgilbert@gmail.com)

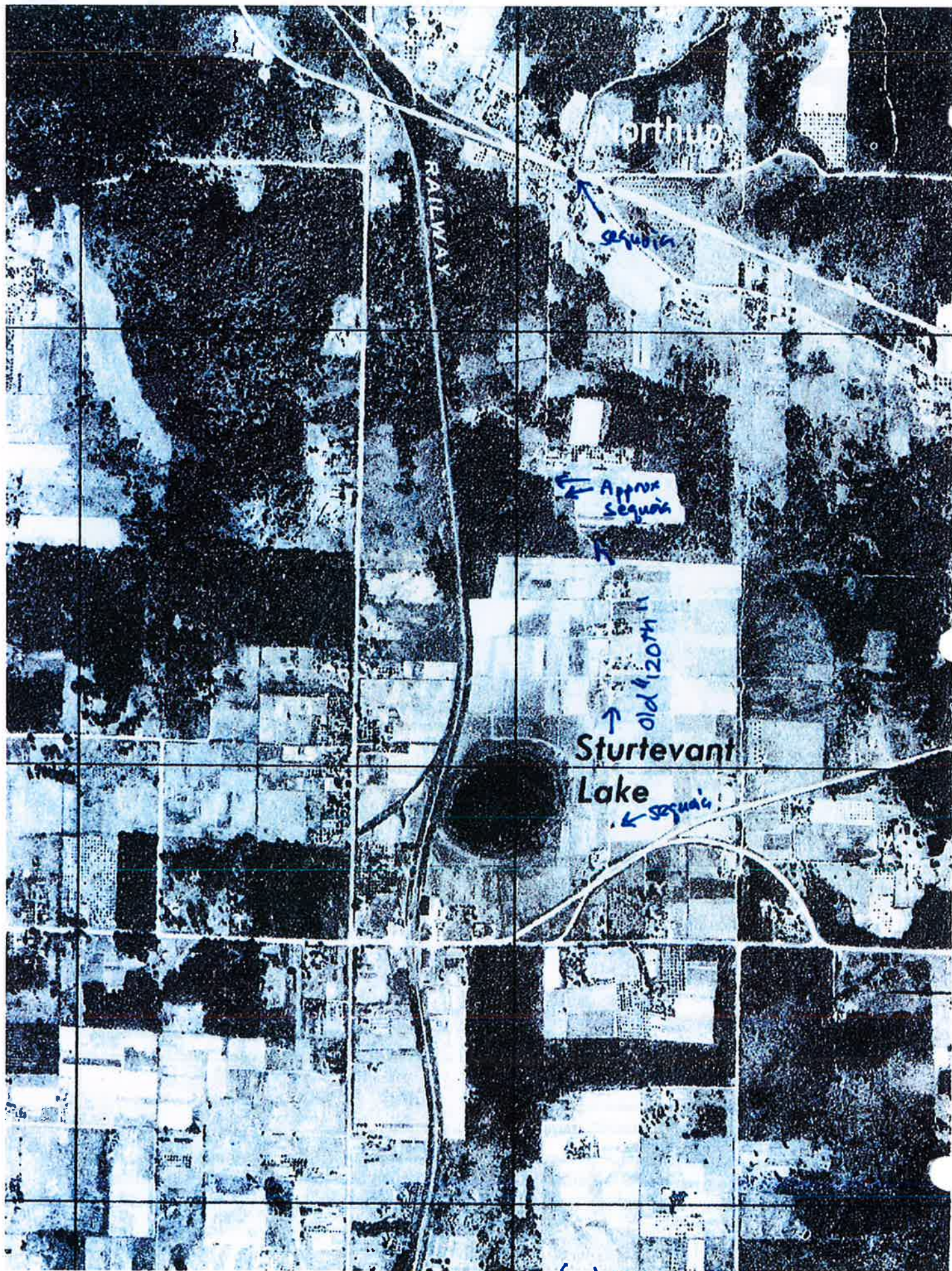
I35-2

Path: K:\Projects\_34\Hult\_Zollars\00329\_12\_ST\_LightRail\mapdoc\Cultural\_Resources\Tech\_Report\Revised\_Draft\Report\Final\_Revision\_10192013\Fig 6-6\_BNSFAlt\_HRSunway.mxd; User: 10473; Date: 2/2/2014



**Figure 6-6: BNSF Alternative—Historic Buildings and Structures**  
Sound Transit Link Light Rail OMSF Draft Cultural Resources Technical Report





CORPS of ENTS MOSIAC (1944) 1941 AIR PHOTO



## **Responses to Letter I35, Kirby Gilbert**

### **Response to Comment I35-1**

Support for the Preferred Alternative has been noted.

### **Response to Comment I35-2**

There are eight trees tentatively identified as Giant Sequoias along the eastside of 120th Avenue NE, north of NE 12th Street. A ninth tree is located on the north side of State Route 520 in the same general alignment. The latter is outside the project's study area. No information has been found associating these trees with the history and development of Bellevue, and it is not known when they were planted or by who. They are not considered to be cultural resources eligible for the purposes of this study, nor are they considered eligible listing in the National Register of Historic Places. Although Sequoias are an unusual tree type and are not native to the Puget Sound, many other instances of the tree are known to exist in Bellevue and throughout the Seattle area.

## Letter I36, Eric Goodman

**From:** Eric Goodman [ejosephgoodman@gmail.com]  
**ent:** Friday, June 20, 2014 11:09 AM  
**o:** OMSF  
**Subject:** OMSF Comments

I appreciate the work you are doing to build regional transit. The choice of a location for the OMSF is no doubt difficult because of the impacts such a large industrial facility will have. My priorities are reducing environmental impact, minimizing future operations cost and vulnerability to disruptions and maintaining the ability to develop transit supportive land use around station areas. These are hard goals to reconcile. The first rules out the Lynnwood site #1 because it has too large an impact to an important wetland. Scriber creek has already suffered substantial loss of size and function from nearby transportation infrastructure and further impacts need to be avoided. The Lynnwood site also has operating disadvantages that would add ongoing costs unnecessarily. Sites #2 and #4 in Bellevue also have large impacts to the neighboring community and businesses. The siting of #2 would displace a large amount of the potential development in a station area and reduce the usefulness of that station. Site #4 would require displacing a large number of thriving businesses and would offset the benefits of bringing new jobs to the area. While site #3 also creates some impacts, it seems to reduce these in a manner that makes it stand out as better than the other alternatives. #3 maintains the potential for transit supportive development along both sides of 120th Ave NE. It shelters the noise and visual impact of the facility by placing it in an interior block location surrounded by other street facing uses. It has few environmental concerns, good access for employees, and is well positioned to maintain low operating costs for service. #3 also builds more track along the Eastside Rail Corridor reducing the cost of an eventual extension to Kirkland and areas north. Please choose Alternative #3 for the OMSF.

I36-1

Thank you,  
Eric Goodman, AICP  
Edmonds, WA



## **Response to Letter I36, Eric Goodman**

### **Response to Comment I36-1**

Support for the BNSF Modified Alternative over the other build alternatives has been noted. Please see the responses to Common Comments 8, 12, 17, and 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I37, Richard Gorman

**From:** Richard Gorman [richard.gorman@comcast.net]  
**Sent:** Monday, June 23, 2014 1:05 PM  
**To:** OMSF  
**Cc:** planningcommission@bellevuewa.gov  
**Subject:** Proposed light rail maintenance facility in Bellevue

I am a local resident of Bellevue in proximity to the proposed Light Rail Maintenance facility south of SR520 in the vicinity of 130th. As a long time resident I have watched the development of this area as a high density/commercial area that supports the existing community. Eliminating the existing businesses will not only cost jobs but be a blight on the area no matter how it is disguised. I cannot conceive of a land use more out of step with the surrounding area than the proposed rail yard. As a voter and concerned citizen I urge Sound Transit to find a more suitable location for the rail yard, and further, not to destroy the existing neighborhood at the proposed location.

I37-1

Thank you,  
Richard Gorman  
3648 113th Ave NE  
Bellevue, WA 98004

## **Response to Letter I37, Richard Gorman**

### **Response to Comment I37-1**

Opposition to the SR 520 Alternative due to the removal of businesses and concerns of land use compatibility has been noted. Please see the responses to Common Comments 8, 10, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I38, Krista and Eric Hammer

**From:** Krista Hammer [khammer0@live.com]  
**Sent:** Wednesday, June 11, 2014 3:43 PM  
**To:** OMSF  
**Cc:** Eric Hammer  
**Subject:** Oppose Option 4

Dear Sound Transit,

We have lived in the Bridal Trails neighborhood of Bellevue for 14 years. This is an anchor neighborhood for Bellevue with hundreds of homes. All of us that live in this neighborhood as well as Pikes Peak drive past the proposed facility site many times a day--going downtown Bellevue to work, driving our children to school, getting on and off the freeway to Seattle, etc. This proposal is completely at odds with the plan for development in the area surrounding our neighborhood. It is completely bizarre to have this located here if you have actually driven around the area and understand the way that we residents use our adjoining businesses. Industrial use of this area needs to be completely phased out as Bellevue experiences the growth expected. This neighborhood is one of the oldest and most distinctive in Bellevue. Not everyone is wealthy.

We have a whole diversity of incomes, but we all value our fantastic school (Cherry Crest), our Bridal Trails State Park, our beautiful trees and we love being so close to the local businesses. Whoever came up with this proposal has seriously misunderstood this community and the direction that things are going in Bellevue with planning for the growth we expect. Heavy industrial use of this critical area needs to be phased out completely. We support trains to promote less traffic, and we will use them, but this is not the right place for the maintenance facility.

Sincerely,

Krista and Eric Hammer  
13126 NE 31st Place

I38-1

## **Response to Letter I38, Krista and Eric Hammer**

### **Response to Comment I38-1**

Opposition to the SR 520 Alternative has been noted. Please see the responses to Common Comments 10, 15, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I39, Paul Hartley



**From:** Hartley Paul [Hartley@intentsoft.com]  
**nt:** Wednesday, June 11, 2014 4:17 PM  
**o:** OMSF  
**Subject:** this railyard location is a travesty

I39-1

## **Response to Letter I39, Paul Hartley**

### **Response to Comment I39-1**

Opposition to the OMSF alternative locations has been noted.

## Letter I40, Marian Hayes

**From:** marian [marianghayes@hotmail.com]  
**ent:** Tuesday, June 10, 2014 3:43 PM  
**ro:** OMSF  
**Subject:** Light rail maintenance facility

I am opposed to building this facility on the 520 site because it would destroy the business in the area. This area has retail stores which are nice to walk to from the surrounding Bridle Trails area. Turning it into an industrialized area would be detrimental to the businesses and nearby homes.

Either alternatives 2 or 3 are more appropriate sites and would impact less people.

Marian Hayes

I40-1

## **Response to Letter I40, Marian Hayes**

### **Response to Comment I40-1**

Opposition to the SR 520 Alternative due to impacts on local businesses has been noted. Please see the responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I41, Stuart Heath

**From:** Elliott Bay [elliottbay@yahoo.com]  
**Sent:** Sunday, June 15, 2014 5:44 PM  
**To:** OMSF  
**Subject:** Operations and Maintenance Satellite Facility

**Sound Transit:**

I am writing to express my objections and concerns to siting an Operations and Maintenance Satellite Facility in the Bel-Red Corridor of Bellevue, Washington. To that end, I would like to make the following comments:

- |   |       |
|---|-------|
| 1. Zoning. An Operations and Maintenance Satellite Facility is inconsistent with the Bel-Red Corridor zoning.   | I41-1 |
| 2. Property Values. In the Bel-Red Corridor, the OMSF will significantly impact the value of the surrounding properties (homes and small businesses) because it is not desirable for such a facility to be located next to homes and small businesses. The only way to mitigate that negative impact, at a minimum, is for the OMSF facility to have a public park and open space on its roof and a very sizeable public park or open space component that buffers the surrounding neighborhoods.   | I41-2 |
| 3. Small Businesses and Tax Revenues. The City of Bellevue and its neighborhoods will lose significant small businesses because the OMSF employee base will not be nearly as large as the number of residents and employees that would otherwise be present and patronizing small local businesses. The City of Bellevue and its neighborhoods will therefore also lose the tax revenues and jobs that would have otherwise been generated by those small businesses. This will impair development of the Bel-Red Corridor and surrounding neighborhoods.   | I41-3 |
| 4. Social Justice / Disparate Impact. There is a social justice component to where Sound Transit places the OMSF. The City of Bellevue is well known and very proud of its diversity; over 1/3rd of the residents are foreign born and the surrounding international businesses support many such members of the community. To the extent that Sound Transit displaces small businesses and negatively impacts the value of surrounding properties, placement of the OMSF in Bellevue will disproportionately impact small businesses and residences that may be owned by foreign born residents. | I41-4 |
| 5. Crime. The City of Bellevue and its neighborhoods will be at greater risk for crime as 'active spaces' are reduced by a large OMSF facility that will not offer the same level of activity and sense of community that would be present with other uses permitted by the Bel-Red Corridor's current zoning.  | I41-5 |
| 6. Overall Infrastructure. The OMSF will not generate any local, county or state taxes that would otherwise be used to improve local traffic, provide parks and open space, and improve the local neighborhoods.  | I41-6 |
| 7. Bridle Trails Neighborhood Traffic. The Bridle Trails neighborhood will have increased traffic as commuters travel alternative routes to avoid the Sound Transit trains that will run every day. Traffic has already projected to increase in the Bridle Trails neighborhood and the OMSF will have a further negative impact on the Bridle Trails neighborhood. The only way to mitigate that negative impact is, at a minimum, for Sound Transit to provide adequate surface streets within the Bel-Red Corridor that  | I41-7 |

lead directly to I-405 and 520 such that there will not be an increase in traffic through the Bridle Trails neighborhood. I41-7  
con't

Sincerely,  
Stuart Heath  
13252 NE 47th Street  
Bellevue, Washington 98005



## Responses to Letter I41, Stuart Heath

### Response to Comment I41-1

Please see the responses to Common Comments 10 and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment L1-1.

### Response to Comment I41-2

Please see response to Comment O10-9.

### Response to Comment I41-3

Comment noted. Please see the response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I41-4

Comment noted. Impacts on ethnic servicing business under the SR 520 Alternative are acknowledged in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, and Appendix C, *Environmental Justice*, of the Final EIS.

### Response to Comment I41-5

Comment noted. The proposed OMSF would include security measures including fencing, on-site security personnel, and routine security patrols during evening hours. No impacts on emergency response access would occur under any OMSF alternative. Chapter 3, Section 3.15, *Public Services*, of the Final EIS provides additional detail on police service impacts associated with the OMSF.

### Response to Comment I41-6

Please see response to Common Comment 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which addresses the comment on foreseeable tax revenue impacts.

### Response to Comment I41-7

As outlined in Chapter 3, Section 3.1, *Transportation*, and Appendix E.1, *Transportation Technical Report*, of the Final EIS, all of the build alternatives would result in net decreases in traffic generated on local roadways compared to the existing land uses on those sites.

## Letter I42, Lisa Heilbron

**From:** Lisa Heilbron [lisa@plattbron.org]  
**ent:** Monday, June 16, 2014 7:50 PM  
**.o:** OMSF  
**Subject:** DO NOT PUT RAILYARD in BELLEVUE!

Dear Sound Transit Board,

I am writing to voice my concerns about the possible rail yard site at Plaza 520 in Bellevue. As a close neighbor in Bridle Trails, placing a huge industrial rail site right next to our forested neighborhood and displacing the businesses we rely on daily would be devastating. There are 3 main reasons.

We have a clean, forested, non-industrial character to our Bridle Trails neighborhood - a heavy rail yard at the core of our neighborhood is incompatible.

The economic impacts of destroying 25 acres of prime commercial real estate on the main economic artery in Bellevue, Northup, would be devastating! The rail yard would be an economic dead zone right in the midst of an area that is currently being redeveloped and gentrified at considerable cost. The rail yard would set back all of those efforts!

Bellevue is the driver of economic development for the Eastside, as well as for the whole region. Bellevue is where high tech jobs and services are flocking. It makes no sense to put a dead, unsightly rail yard in the midst of our economic boom! The economic impact to Bellevue and the whole region would be much worse in Bellevue than in Lynwood.

Please don't hamper the amazing growth and positive development in the Eastside's premier city. Please PLACE THE RAIL YARD outside of Bellevue.

-Lisa Heilbron  
Bellevue, Bridle Trails resident

I42-1

## **Response to Letter I42, Lisa Heilbron**

### **Response to Comment I42-1**

Opposition to the alternatives in Bellevue (Preferred Alternative, BNSF Modified Alternative, and SR 520 Alternative) due to incompatibility with the Bridle Trails area and economic impacts has been noted. Please see responses to Common Comments 8, 10, 15, 16, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I43, Kathleen Heiner

**From:** Kathleen Heiner [k\_heiner@hotmail.com]  
**ent:** Wednesday, June 18, 2014 1:54 PM  
**o:** OMSF  
**Subject:** Proposed Bel-Red rail yard site

Dear Members of the Sound Transit Board of Directors,

I would like to voice my objection to the locating of the proposed rail yard on NE 20th. The proposed site is now home to over one hundred small businesses, none of which could be considered industrial in nature. By putting in a rail yard that would be more in keeping with the "No Man's Land" character of the Seattle Sodo district, the area will be forever changed for the worse, eliminating what is a consumer and neighborhood friendly buffer zone.

We are proud home owners who love the character of our Bridle Tails neighborhoods. This option will literally put heavy, noisy, unsightly industry less than a block from our homes. It has the potential for devaluing our property.

I ask you to re-think this option and put the rail yard in a place that is removed from single family homes and that will allow our small businesses to remain.

Sincerely,

Kathleen Heiner  
2930 124th Ave. NE  
Bellevue, WA 98005  
425.883.3091 [k\\_heiner@hotmail.com](mailto:k_heiner@hotmail.com)

Sent from Windows Mail

I43-1

## **Response to Letter I43, Kathleen Heiner**

### **Response to Comment I43-1**

Opposition to the SR 520 Alternative due to impacts on local businesses and the Bridle Trails area has been noted. Please see the responses to Common Comments 8, 15, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I44, Randel Herd



**From:** Randel Herd [randel\_herd@hotmail.com]  
**Content:** Saturday, May 17, 2014 4:31 PM  
**Subject:** OMSF  
Eastside OMSF

Good Afternoon

I received your mailing requesting comments about the potential sites for the Operations & Maintenance Satellite Facility. I am not that familiar with the site in Lynnwood, so I will limit my comments to the 3 Bellevue sites.

As a decades-long resident of Bellevue, I can say that all 3 Bellevue sites are within an area that has a long history of rail traffic and industrial usage. I can think of no reason why any of them would be inappropriate for this type of use.

My current residence is near 124th Avenue and Bel-Red Road, so I am aware there may be some impacts to me personally as light rail makes its way to the Eastside. During the 1990s I lived in the Denver area and am familiar with some of the changes brought by light rail. While there is some additional noise associated with the trains, it seemed to reduce traffic congestion. Also those neighborhoods near stations were seen as more desirable due to the added convenience of riding the train. Taking you back to the present, I can foresee the same positive impacts when light rail comes to the Eastside.

I44-1

Since I am not an engineer, I am not able to perform an educated comparison between the sites. In this way I view the 3 Bellevue sites as equal in my eyes. My recommendation is for Sound Transit to choose the one with the best long-term potential.

Randel Herd

## **Response to Letter I44, Randel Herd**

### **Response to Comment I44-1**

Support for locating the OMSF at any of the build alternative sites in Bellevue, particularly the site with the best long-term potential, has been noted.

## Letter I45, Jenny Hill

**From:** Jenny Hill [jennyhill@cbbain.com]  
**Sent:** Monday, June 23, 2014 1:16 PM  
**To:** OMSF  
**Subject:** Link Operations & Maintenance Satellite Facility

I would like to voice my objection to the possibility of locating the above referenced facility in Bellevue. I do not consider that either of the proposed locations are suitable. In particular, placing a railyard at 130th Ave and NE 20th area would displace over 140 small businesses. The other site would be more suitable, but I believe that using the highly valuable land in Bellevue is not appropriate for a train maintenance facility.

I45-1

A spur should be run from Overlake Station to Redmond - and to the Marymoor Park Industrial site. This would be an ideal location.

Thank you for your consideration.

**Jenny Hill**  
 Realtor

CRS GRI CIPS CNE

[jennyhill@cbbain.com](mailto:jennyhill@cbbain.com)  
 Fax: 425-827-9578  
[www.hillbakerbain.com/jennyhill](http://www.hillbakerbain.com/jennyhill)

Multi-Year Winner of Seattle Magazine's  
 FIVE STAR Professional Real Estate Agent Award

## **Response to Letter I45, Jenny Hill**

### **Response to Comment I45-1**

Opposition for locating the OMSF at any of the build alternative sites in Bellevue, has been noted. Please see the responses to Common Comments 4 and 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I46, Amy Holan and Dan Conti**

**From:** Amy [amyholan@gmail.com]  
**sent:** Sunday, June 22, 2014 8:13 AM  
**to:** OMSF  
**Subject:** Rail Yard Impact

Hello,

My husband and I are home owners less than a mile from where the proposed rail yard is slated to be located. As I'm sure you are aware, that specific part of Northup Way is filled mostly with supply stores and equipment rental shops, except for that very small complex you are now considering for your rail yard. In that complex, you have several small businesses, which thrive in the neighborhood because businesses like those are so treasured.

I46-1

Small businesses are what build and enhance communities, which in turn hosts a multitude of benefits. Local businesses increase local spending, which increases the local economy. You have greater instances of entrepreneurship, greater political involvement, and overall greater well-being. Additionally, as we get to know our neighbors in these local businesses, we form a stronger community, decreasing crime, increasing a feeling of belonging, and ultimately, making Bellevue a greater place to live.

I can also assure you that by ripping local businesses out of their homes and away from their customer base, you are also creating a negative, anti-small business image for Sound Transit.

I hope that you do the right thing.

Amy Holan and Dan Conti

## **Response to Letter I46, Amy Holan and Dan Conti**

### **Response to Comment I46-1**

Opposition to the SR 520 Alternative due to impacts on local businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## Letter I47, Laura Hurdelbrink

June 5, 2014

Sound Transit Public Hearing and Open House

I am Laura Hurdelbrink, vice president of the Bellmeade Association. The Bellmeade Association has gone on record as being opposed to the expansion of Sound Transit's maintenance yards anywhere in Bellevue. See our letter of May 31, 2014.

I47-1

I have just returned from an extended trip to Tokyo and Kyoto, Japan where urban transportation is an art. Being able to plan ahead does not seem to be a prerequisite of Sound Transit Officials. Public officials in Japan would be embarrassed to be making this type of proposal after making a boondoggle of expanding above ground transit that is not safe for the public to use and barely used as a percentage of total commuters. First and foremost, underground transit is a must in urban areas. Second, maintenance yards should not be in future downtown corridors of a future major metropolitan area.

I47-2

As a long term resident of the Eastside, I have seen the expansion that was never really talked about but was envisioned by many. Somehow there has always been time and money to build and then time and money to rebuild correctly. Costs today to do it correctly will be seen as inexpensive in 50 or 100 years in the future, especially when parts of Seattle are underwater. Spend time to stop and do the expansion correctly instead of paying for it twice at 5 to 10 times the cost. Stop doing it wrong and get on the right side of the tracks.

Laura Hurdelbrink  
11635 N.E. 30<sup>th</sup> Place  
Bellevue, WA 98005

## **Responses to Letter I47, Laura Hurdelbrink**

### **Response to Comment I47-1**

Opposition to locating the OMSF at any of the build alternative sites in Bellevue has been noted.

### **Response to Comment I47-2**

Opposition to above-ground transit and locating the OMSF in a future downtown corridor/major metropolitan area has been noted. Please see response to Common Comment 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I48, George and Pam Hurst**

**From:** Pam and George Hurst [gphurst@frontier.com]  
**ent:** Saturday, June 21, 2014 7:53 PM  
**o:** OMSF  
**Subject:** OMSF comment

On June 3<sup>rd</sup>, my wife and I attended the Lynnwood public hearing regarding the Sound Transit Operations and Maintenance Satellite Facility. We strongly argue against using the Lynnwood site for that facility. Using Lynnwood would entail higher capital and operating costs for Sound Transit compared to any of the Bellevue sites. The Lynnwood site is surrounded by wetlands, neighborhoods and business parks. The Lynnwood site does not make financial sense and it would dramatically impact the wetlands and neighborhoods. The Bellevue sites are the best alternatives for Sound Transit. Thank you.

I48-1

*George and Pam Hurst*

George's cell - 425-232-7877  
Pam's cell - 425-344-1048

## **Response to Letter I48, George and Pam Hurst**

### **Response to Comment I48-1**

Opposition to the Lynnwood Alternative due to higher operating costs and wetland and neighborhood impacts, compared to the other build alternatives, has been noted. Please see the responses to Common Comments 1, 27, and 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Chapter 3, Section 3.3, *Land Use*, of the Final EIS, which addresses the proposed project's compatibility with Lynnwood's land use and zoning designation upon approval of a Conditional Use Permit.

## Letter I49, Nancy Jacobs

**From:** Nancy Jacobs [bnjacobs@frontier.com]  
**Sent:** Monday, June 23, 2014 2:05 PM  
**To:** OMSF  
**Subject:** maintenance yard in Bellevue

I know you are having a tough time with this decision – there are a lot of not-in-my-backyard people here. I live in Pike’s Peak in Bellevue, and I think there is just 1 of the Bellevue options that make sense. It is the one by Lowe’s, and I believe it is the parcel that is occupied by International Paper. It is away from neighborhoods, which is good. It doesn’t make sense to put this at the base of 130<sup>th</sup> and displace many, many businesses. If this needs to be in Bellevue, I think that one option is the one you should take. I49-1

Nancy Jacobs  
12203 NE 37<sup>th</sup> Street  
Bellevue, WA 98005-1210



## **Response to Letter I49, Nancy Jacobs**

### **Response to Comment I49-1**

Support for the Preferred Alternative (the alternative site previously occupied by the International Paper Facility) has been noted. Opposition to the SR 520 Alternative due to impacts on local businesses has been noted. Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I50, Patricia Janes

**From:** Patricia Janes [patriciajanes@frontier.com]  
**ant:** Friday, June 20, 2014 1:45 PM  
**ro:** OMSF  
**Subject:** Site at 130th & 24th Bellevue

Gentlemen: I wish to state my opposition to the site sometimes referred to 520. There will be over 100 businesses destroyed, as opposed to a mere 14 or so at the other two sites near 120<sup>th</sup> Ave. N.E.

Also the placement of this rail facility to the north of the Bel-Red area will ruin the plans for the development planned there. Also now that two properties in the vicinity have been chosen for "Pot Stores" could very well turn this potential vibrant retail area into a slum before any housing or new retail area has even been built.

Also Sound Transit has already purchased the property adjacent to 120<sup>th</sup> Ave. N.E. The only thing there now are 14 or so businesses and a car lot housing a bunch of unsold autos.

The capability Sound Transit has to make their maintenance facilities blend in would work better at 120<sup>th</sup> than the future tenants of the Spring District having to look out on a sea of unsold cars.

Thank you for receiving my comments. Please say no to the site called 520 that is home to over 100 businesses.

Patricia

I50-1

Patricia Janes

[patriciajanes@frontier.com](mailto:patriciajanes@frontier.com)

## **Response to Letter I50, Patricia Janes**

### **Response to Comment I50-1**

Opposition to the SR 520 Alternative due to impacts on local businesses and concerns with the Bel-Red Subarea has been noted. Please see the responses to Common Comments 8 and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Support for the Preferred Alternative has also been noted.

## Letter I51, Dave Johnson

**From:** dave johnson [davidj621@hotmail.com]  
**nt:** Sunday, June 08, 2014 12:17 AM  
**o:** OMSF  
**Subject:** Please no Eastside Maintenance Facility

To whom it may concern,

Please do not put the facility in Bellevue. We chose to live here, and not somewhere else, for a reason. There are plans for redevelopment east of 405 that will be hampered greatly if you come here. There are so many businesses and residents, current and future, that would be at a loss. The majority of workers that are employed here, will not live in Bellevue. Why make them commute. Especially when the state is going to implement a gas tax in the future. We don't want industrial areas in Bellevue and have been waiting years to redeveloped coke, Safeway etc to provide housing and business. | I51-1

I vote No No No No No on a Bellevue Maintenance Facility.

Thanks,

Dave

12409 ne 28th St  
Bellevue, wa 98005

Sent from Surface 2

## **Response to Letter I51, Dave Johnson**

### **Response to Comment I51-1**

Opposition to locating the OMSF at any of the build alternative sites in Bellevue has been noted. Please see the response to Common Comment 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I52, Pamela Johnston



**From:** Pam Johnston [pamjjo@msn.com]  
**ent:** Wednesday, June 18, 2014 2:14 AM  
**o:** OMSF  
**Subject:** Bellevue is not the place for OMSF

I look forward to light rail coming to our community, but an OMSF is not right for this area of Bellevue. We have spent citizens time and dollars planning for light rail in Bellevue. The result was making residential important in this area. You have failed to consider the citizens wishes by proposing an OSMF here. Moreover, considering placing this along 520 where it is close to the long standing residential community Bridle Trails whose focus is residential and natural settings and in an area important to our businesses, shows that you are not respecting the community.

I52-1

Sincerely,  
Pamela Johnston  
3741 122nd Ave NE

## **Response to Letter I52, Pamela Johnston**

### **Response to Comment I52-1**

Opposition to the build alternatives located in Bellevue, particularly the SR 520 Alternative due to incompatibility with the Bridle Trails area, has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I53, Heather Jones

**From:** heather jones [hrhjones@gmail.com]  
**ent:** Wednesday, June 11, 2014 6:36 PM  
**.o:** OMSF  
**Subject:** NO on SR520 Site

To whom it may concern:

I would like to express my opposition to the SR520 site for the Sound Transit rail yard and maintenance facility. I have grave concerns for the impact that location would have on my neighborhood and community. On a personal level, it would replace thriving businesses with an industrial storage facility that would add nothing to the community other than noise and pollution. This would negatively impact our home values. From a community stand point, it would eliminate businesses the support the community with services and tax revenue.

I53-1

Other locations in Lynwood and in Bellevue would have less impact on the number of businesses effected. This location is not consistent with the Bellevue City plan or Bel-Red development project.

Thank you for considering my concerns.  
Heather Jones

## Response to Letter I53, Heather Jones

### Response to Comment I53-1

Opposition to the SR 520 Alternative has been noted. As described in Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4.5), of the Final EIS, no noise impacts due to operation of the SR 520 Alternative would occur, including at night and on weekends. Impacts related to pollution are addressed in Chapter 3, Section 3.7, *Air Quality and Greenhouse Gases*, and Section 3.13, *Hazardous Materials*, of the Final EIS. Please see the responses to Common Comments 8, 10, 11, 15, 16, and 17 and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment O10-9, which responds to the comment on surrounding property values.

## Letter I54, Scott Kaseberg

**From:** Scott & Kathy Kaseburg [kaseburg@comcast.net]  
**Sent:** Sunday, June 22, 2014 1:12 PM  
**To:** OMSF  
**Cc:** Sullivan, Linda-DNRP; bmiyake@bellevuewa.gov  
**Subject:** DEIS Comment on Sound Transit's OMSF

Sound Transit Team—

I whole heartedly affirm City of Bellevue's opposition to building the OMSF in the Bellevue locations, as listed in their letter.

Furthermore, not included in their letter but I expect Bellevue would also affirm, two of the Bellevue locations (Alternative 1, Alternative 2) sit on or next to the abandoned railway corridor which King County has the obligation to construct a biking and hiking trail. I have reviewed the artist sketch which was presented to the Eastside Rail Corridor Regional Advisory Council on May 14, 2014 and have found the OMSF to be inconsistent with a world class trail. A few trees sprinkled around just isn't going to make this area feel like a recreational area—it is still a switch yard.

I54-1

Please—we have a good shot at a trail that we can all be proud of for decades to come—don't spoil it.

cc: Brad Miyake, Bellevue City Manager  
Linda Sullivan, King County ERC Trail Master Planning Project

thanks, Scott Kaseburg  
5443 Pleasure Point LN SE  
Bellevue, WA 98006  
425-255-4751 ext 257 (office)  
425-241-2160 (cell)  
425-957-7136 (home)  
<http://www.lakecorridor.org>

## **Response to Letter I54, Scott Kaseberg**

### **Response to Comment I54-1**

Opposition to all build alternatives located in Bellevue, particularly the Preferred Alternative and BNSF Modified Alternative due to conflicts with a future biking and hiking trail, has been noted. Please see the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## Letter I55, Dori Kelleran

**From:** Dori Kelleran [bdkelleran@live.com]  
**ent:** Thursday, June 12, 2014 9:07 PM  
**o:** OMSF  
**Subject:** Opposed to OMSF in Bel-Red Corridor

I understand you are considering placement of an OMSF in the Bel-Red Corridor. Of specific concern is the proposal to place it at the corner of 130<sup>th</sup> and Northup Way. This location is currently home to a wide range of local businesses and non-profits which are a part of our community. Removing it and putting a rail yard in its place would be offensive and completely change the dynamics of our local community. I'm stunned its even under consideration and I strongly oppose it. Please consider other options that don't uproot local businesses which are frequented by our neighborhood. A location which is not on a major thoroughfare like Northup Way or in the center of a community would make far more sense. Thank you!

I55-1

## **Response to Letter I55, Dori Kelleran**

### **Response to Comment I55-1**

Opposition to the SR 520 Alternative due to impacts on local businesses and concerns with the Bel-Red planning area has been noted. Please see the responses to Common Comments 8 and 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I56, Karen Kinman

**From:** karen andersen [andkin4@yahoo.com]  
**Content:** Monday, June 23, 2014 3:24 PM  
**Location:** OMSF  
**Subject:** Fw: LYNNWOOD MAINTENANCE FACILITY

To Whom it May Concern,

I am writing to strongly oppose the Lynnwood Maintenance Facility. This proposed facility will negatively impact the south Lynnwood residential area. There is no buffer area or easement between the proposed site and single family residences. | I56-1

Living in Lynnwood for 25 years, our family has become accustom to traffic, development, and industry but this is another level of intrusion that will seriously impact the viability of the neighborhoods. Property values will surely plummet and these are lower middle class working families. Families who invested a lifetime into one major investment and have miraculously been able to hold on through the last six years. This will be the final blow to a long tradition of single family working class family homes. The homes that have kids in the yards playing, pets roaming, and mom and dad working. They will get shoved into an apt development because the value of their homes will collapse...again.

Our family values transit. We all ride one form another weekly if not daily, Sound Transit express to downtown, the Swift to Everett Station and occasionally the Sounder to games. We are Lynnwoodites we know and understand traffic.

This is about the maintenance station not the train. We want the train we support the train we DO NOT SUPPORT the maintenance facility. The noise, environmental impact, disruption and financial impact to working class families is immeasurable. Not to mention the serious impact it has to the city of Lynnwood which is and has since inception, struggled to find an identity. We have a great city whose reputation and perception will forever be overshadowed by being a trainyard. An industrial dumping ground for super chic Seattle. It's simply not fair. | I56-2

Thank you for your time and consideration  
Sincerely,  
Karen Kinman  
5308 202nd PI SW  
Lynnwood, WA 98036  
206-261-4604

**From:** karen andersen [andkin4@yahoo.com]  
**nt:** Monday, June 23, 2014 6:03 PM  
**o:** OMSF  
**Subject:** Lynnwood Facility

I have written earlier but have not received a confirmation email that you have received my comments.

I will try again to urge you to reconsider the Lynnwood site for the maintenance facility as it is in an established single family residential area. The area is very active with pedestrians and kids and bicycles. Particularly in recent years when more and more people are not driving or have lost their cars.

This area is far to busy with foot traffic, bicycles, strollers, kids pets and retirees and elderly to safely maneuver hundreds of train cars in and out daily. The noise will be disruptive to families and the property values will declined in an area that has struggled for a comeback for six long years.

This facility clearly is not suited for our Lynnwood neighborhood. This belongs in an industrial area perhaps downtown Seattle where it was originally planned by the ports or in industrial south seattle Please do not destroy a lovely family neighborhood. Thank you

Karen Kinman  
5308 202nd Pl SW  
Lynnwood WA 98036

## Responses to Letter I56, Karen Kinman

### Response to Comment I56-1

Opposition to the Lynnwood Alternative has been noted. Please refer to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

The OMSF would be separated from the nearest residences by 52nd Avenue W. The nearest residences to the Lynnwood Alternative site are more than 100 feet away.

Lead track configuration for Lynnwood Alternative would allow LRVs to enter and exit the OMSF along an elevated, exclusive right-of-way. Therefore, the proposed project would not cause road obstructions or train conflicts with motorists, bicyclists, or pedestrians.

### Response to Comment I56-2

Opposition to the Lynnwood Alternative has been noted. Please refer to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I57, Will Knedlik**



**From:** Wknedlik@aol.com  
**nt:** Monday, May 12, 2014 11:58 AM  
**o:** OMSF  
**Subject:** Comment on siting for new light rail operations and maintenance facility

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Sir or Madam:

Agency documents respecting the above-referenced matter evidence that **no** suitable location has been or is likely to be located for same and, thus, indicate a logical need to resequence the agency's currently illogical process for sequencing development of its light rail system.

Additional O-and-M facilities should be located in Tacoma or adjacent thereto, in Everett or adjacent thereto and in Redmond or adjacent thereto, where, in each such instance, far more suitable land will be both more readily available without destruction of public policy values (as unavoidable within the current study areas) and also at substantially less cost (as necessitated by our state's least cost planning mandates).

This requires the agency to resequence the so-called "spine" for its light rail plan in order to complete service to Tacoma and to Everett, as promptly as possible, and to delay development of Redmond, while it borrows East King County subarea revenues to complete its quintessential north-south spine pursuant to formal contracts for such borrowing and pursuant to payment of interest thereon in order, in each instance, thus to protect the taxpayers of that subarea.

I57-1

Related testimony to the agency's Capital Committee on May 8, 2014 is incorporated for every purpose by this reference thereto.

Will Knedlik

## Responses to Letter I57, Will Knedlik

### Response to Comment I57-1

Support for the OMSF to be located in Tacoma, Everett, or Redmond as opposed to the build alternatives analyzed in the Final EIS has been noted. Potential sites for the OMSF in these cities were identified and evaluated. Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS describes the evaluation criteria for identifying feasible OMSF sites and provides the reasoning for the suggested or potential alternatives that were not advanced. Further explanation on why the Redmond Alternative site was not advanced is included in the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I58, Edward Kudera

**From:** Edward Kudera [eddiekudera@gmail.com]  
**ant:** Sunday, June 22, 2014 5:22 PM  
**o:** OMSF  
**Subject:** Proposed light rail maintenance facility.

Sound transit board,

I would like to make a few comments regarding the possible placement of a light rail maintenance facility in Lynnwood. I live approximately two blocks west of the the proposed Lynnwood location. Having read through the DEIS summary, it makes better sense both from an economic and natural resource point of view to utilize the BNSF alternative site for this facility. Capital costs are roughly the same as the Lynnwood site, however the Lynnwood site would require a second facility be built in the Bellevue area regardless. Tracks already exist at the Bellevue site. Operating costs are significantly less for the BNSF alternative site. From a natural resource point of view its a no-brainer. There are far fewer impacts associated with the BNSF alternative site. One quarter of the vegetation removal, Negligible wetland impacts. I've read several articles recently regarding the decline in the native frog populations in Washington. We're raising two children here and one of the rites of spring is to listen for the beginning of the frog calls coming from the Lynnwood site and its associated wetlands. It's absolutely beautiful. Mitigation will not replace that annual rite of spring. There is also no consideration in the DEIS given to the decline in personal real estate value that I and my neighbors will suffer with the construction of a train maintenance facility in a RESIDENTIAL neighborhood. I spent over ten years as a certified residential real estate appraiser and I know these homes, in which some of us have lived for decades if not generations, will lose value. This home is the only retirement savings that we have. Most of the people in our neighborhood are not wealthy by any stretch of the imagination. Impacting our home values will rely cost us a great deal in our elder years. This is a commercial venture and will not benefit the local population in any way. We've invested most of our income in our homes, paid burdensome taxes, and have done all that we can to make this a nice neighborhood. The building of a train maintenance facility will render all of our efforts moot. Nobody in their right mind will want to live here. There will be increased light and noise pollution, and any degradation in a neighborhood invites vagrants and grafitti taggers. We have struggled mightily through the latest economic downturn as a single income family and I was hopeful that better things were coming. Building the maintenance facility in our residential neighborhood is nothing more than yet another example of business interest trumping the interest of the people who have lived and worked their entire lives in this neighborhood. Our home is all that we have.

I58-1

I58-2

I58-3

Thank you,

Edward A. Kudera  
 Fisheries Biologist

## **Responses to Letter I58, Edward Kudera**

### **Response to Comment I58-1**

Opposition to the Lynnwood Alternative and support for the Preferred Alternative has been noted. Please see response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS

### **Response to Comment I58-2**

Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I58-3**

Comment noted.

## **Letter I59, Margaret Kuklinski**

**From:** Margaret Kuklinski [margaretkuklinski@live.com]  
**Content:** Friday, June 13, 2014 4:45 PM  
**Subject:** OMSF  
520 Plaza rail yard option

To Whom It May Concern:

I am emailing to voice my strong opposition to using 520 Plaza (Alternative 4) as the Sound Transit OMSF Preferred Alternative for the heavy rail yard.

I oppose this site for several reasons. First, it would affect a number of small businesses currently situated on the site and which local residents value and enjoy. Second and as important, Goff Creek and the surrounding woodlands would undoubtedly be adversely impacted by a locating a heavy industrial use rail yard on top of or adjacent to this area. It is quite likely that this beautiful creek and forested area would be destroyed by the rail yard.

Finally, we don't understand why Sound Transit is considering locating a rail yard so close to the Bridle Trails neighborhood. The general commercial zoning along SR520 and Northup Way make sense, but heavy industrial use is completely inconsistent with this area and the surrounding neighborhoods. The other sites being considered in Bellevue, particularly the one near the Coca Cola facility, seem much more compatible with heavy industrial use.

I strongly hope you will choose an alternative other than the 520 Plaza (Alternative 4) Thank you for considering my thoughts on this matter.

Sincerely,

Margaret Kuklinski

I59-1

## **Response to Letter I59, Margaret Kuklinski**

### **Response to Comment I59-1**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Also, analysis of impacts on Goff Creek is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5). Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Regarding the OMSF's compatibility with Bellevue's land use and zoning designation and impacts on the Bridle Trails neighborhood, please see the responses to Common Comments 15 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## **Letter I60, Christin Kulinski**

**From:** Christin Kulinski [ckulinski@hotmail.com]  
**Sent:** Saturday, June 07, 2014 5:54 PM  
**Subject:** OMSF  
OMSF comments

These comments are in regard to the potential sites for the Operations & Maintenance Satellite Facility

I am completely against any of the proposed OMSF sites being located in Bellevue (sites 2 thru 4). These proposed sites are totally out of step with the current character of the city of Bellevue and do not make sense at all with the future development of the Bel-Red Corridor and Spring District. Sites 2 and 3 are located in an area which has outgrown its previous ugly industrial usage. That area is in transition to becoming new and revived, in-step with the future of this city. Locating the OMSF there is incongruous with a major project to that end, the Spring District, right next door. Site 4 is absolutely unsupportable. It nests an ugly, industrial, dirty maintenance facility at the entrance to a very beautiful neighborhood and along a street where small businesses thrive. It is the most unlikely placement of all four proposed sites and would deaden the vitality that already exists and spoil the aesthetic of the business and neighborhood area. It is sacrifice enough to bring the light rail system into these districts which will decrease the beauty of our city and add noise in the name of transportation. Better transportation is good but not with proposed sites 2-4 being so out of the character with our great and beautiful city. Please consider site 1 or determine other sites which will not take our city back to the industrial age. That time has past.

I60-1

Thank you,

Christin Kulinski

1502 143<sup>rd</sup> AVE NE

Bellevue, WA 98007

425-746-8017

[ckulinski@hotmail.com](mailto:ckulinski@hotmail.com)

## Response to Letter I60, Christin Kulinski

### Response to Comment I60-1

Opposition to the OMSF being located at any of the three build alternatives in Bellevue due to conflicting character with the Bel-Red Corridor and Spring District has been noted. Please see the responses to Common Comments 10, 11, 15, 22, and 23 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Regarding potential noise impacts, Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4), of the Final EIS determined that noise from operation of the OMSF alternatives in Bellevue would be below the applicable FTA impact criteria. The Preferred Alternative could have operational noise above City of Bellevue criteria at one property (the Metro bus base); this impact can be mitigated to meet the city code criteria.

## Letter I61, Greg Kulseth

**From:** gtkulseth@comcast.net  
**Sent:** Tuesday, May 13, 2014 6:27 PM  
**To:** OMSF  
**Subject:** Lynnwood Site is Best Option for Link Light Rail Maintenance Site

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Sound Transit,

The Lynnwood site is an ideal location for the link light rail maintenance facility. I live in Shoreline and frequently pass this large block of land off the freeway. This piece of property is located in a light industrial/office park area with little residential housing. Build this facility here. I don't think you'll find a better piece of property located near the proposed-future rail line. | I61-1

Sincerely,

Greg Kulseth  
Shoreline, WA  
425-260-2934

## **Response to Letter I61, Greg Kulseth**

### **Response to Comment I61-1**

Support for the Lynnwood Alternative has been noted.

## Letter I62, Janet Kusakabe

**From:** KUSAKABE, JANET M [jk5397@att.com]  
**Sent:** Monday, May 12, 2014 12:09 PM  
**To:** OMSF  
**Cc:** KUSAKABE, JANET M  
**Subject:** Sound Transit Operations and Maintenance Satellite Facility DEIS Now Available for Public Comment!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

## To the Sound Transit Ops Team

Please note that I oppose Site 4 as an option - East Link Corridor: Site 4 (South of SR 520 and north of NE 20<sup>th</sup> St, east of 130<sup>th</sup> Ave NE)

This location is already very congested and heavily trafficked area. This location is near an elementary school, retail shopping and metro Microsoft bus routes/barns. This is located in the middle of several neighborhoods. I prefer that you locate the facility in Lynnwood. If the facility needs to be located in Bellevue then I suggest sites 2 and 3 which are off the 405 corridor and in more industrial area.

I62-1

Sincerely,

Janet Kusakabe

Janet Kusakabe  
jk5397@att.com  
206-953-6100

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**From:** City of Bellevue [mailto:bellevuewa@public.govdelivery.com]  
**Sent:** Monday, May 12, 2014 10:46 AM  
**To:** janet.kusakabe@att.com  
**Subject:** Sound Transit Operations and Maintenance Satellite Facility DEIS Now Available for Public Comment!

*You are receiving this message because you are subscribed to Gov Alert updates regarding Light Rail from the City of Bellevue.*

Sound Transit is planning to build a new Operations and Maintenance Satellite Facility (OMSF) to help store and maintain the additional Light Rail vehicles needed to operate the Link Light Rail system as it continues to expand. In the fall of 2012, the Sound Transit Board of Directors identified four OMSF alternatives to be studied in an Environmental Impact Statement (EIS).

Lynnwood Link Corridor: Site 1 (152<sup>nd</sup> Ave and SW 208<sup>th</sup> St)  
East Link Corridor: Site 2 (East of BNSF)  
East Link Corridor: Site 3 (Site 2 modified, both sides of BNSF)



East Link Corridor: Site 4 (South of SR 520 and north of NE 20<sup>th</sup> St, east of 130<sup>th</sup> Ave NE)

Sound Transit, together with the Federal Transit Administration (FTA), has prepared a Draft EIS for the OMSF project and is currently [seeking public comment](#) on the report. The 45-day public comment period runs from **May 9, 2014 to June 23, 2014**. Members of the public can view a complete copy of the DEIS and submit comments on it by visiting the [Sound Transit OMSF website](#). The Bellevue City Council will hear a presentation from Sound Transit regarding the OMSF project during its May 19 study session.

Interested parties should submit comments directly to Sound Transit:

**By e-mail:**

[omsf@soundtransit.org](mailto:omsf@soundtransit.org)

**By mail:**

Attention OMSF DEIS Comments  
Sound Transit (Central Puget Sound Regional Transit Authority)  
Union Station  
401 South Jackson Street  
Seattle, Washington, 98104-2826

**In person:**

Sound Transit will hold a public hearing in Bellevue to collect comments about the DEIS on **Thursday, June 5 from 5-7PM at the Coast Hotel (625 116th Avenue NE) in Bellevue.**

Following the comment period, the Sound Transit Board is expected to identify a preliminary preferred site. Once the preliminary preferred site is identified, work will begin on a Final EIS and preliminary engineering. The Final EIS will also document and address comments received on the DEIS. Following the publication of the Final EIS, the Sound Transit Board of Directors will make a final decision by selecting the preferred maintenance facility site for the project. In addition, after the Final EIS is published, the FTA is expected to issue its Record of Decision (ROD) on the project during fall of 2015.

To learn more about this project, please visit the [Sound Transit OMSF website](#).

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Update your subscriptions, modify your password or e-mail address, or stop subscriptions at any time on your [Subscriber Preferences Page](#). You will need to use your email address to log in. If you have questions or problems with the subscription service, please visit [subscriberhelp.govdelivery.com](http://subscriberhelp.govdelivery.com).

This service is provided to you at no charge by the [City of Bellevue](#).

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## Response to Letter I62, Janet Kusakabe

### Response to Comment I62-1

Opposition to the SR 520 Alternative due to potential increases in traffic and conflicts with surrounding land use has been noted. Chapter 3, Section 3.1, *Transportation*, of the Final EIS states that this build alternative would result in temporary traffic impacts during construction but would result in a decrease in daily and peak-hour traffic on the surrounding roadway network when compared to the No Build Alternative once the project is implemented. Please also see the responses to Common Comments 10, 15, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Support for locating the site in Lynnwood, or at the Preferred Alternative or BNSF Modified Alternative sites if a location in Bellevue is needed, has been noted.

## Letter I63, Randy Kwong

**From:** Randy Kwong [randy.kwong@gmail.com]  
**nt:** Wednesday, June 11, 2014 4:30 PM  
**.o:** OMSF  
**Subject:** Opposition to Alternative 4

To Sir or Madam,

I am writing to express my opposition to Sound Transit's selection of "Alternative 4" or "SR 520 Alternative" as the site of the rail yard for transit trains.

The selection of this site would cause far-reaching harm to the nearby community as many businesses would be forced to shut their doors, and destroy the character of the community as a whole. Locating a heavy industrial facility in this area is not consistent with the groups of small to medium businesses that dot NE 20th St. Also, as a resident of the nearby Bridle Trails / Cherry Crest neighborhood with young children, the industrial pollution resulting from its proposed placement is especially alarming.

I63-1

I am an ardent and passionate supporter and user of mass transit, and have happily voted in the past to expand light rail services to the Eastside and throughout the rest of the metro area. However, I strongly believe that other alternate sites (such as the one proposed near existing industrial sites near the proposed 120th St station) would be a far better fit for the overall community now and into the future.

I thank you for your time and consideration of my opinion on this matter.

Regards,  
Randy Kwong

## Response to Letter I63, Randy Kwong

### Response to Comment I63-1

Opposition to the SR 520 Alternative due to potential impacts on surrounding businesses and land use character has been noted. Please see the responses to Common Comments 8, 15, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Chapter 3, Section 3.7, *Air Quality and Greenhouse Gases* (Section 3.7.4.2), of the Final EIS states that operational air pollutants from the OMSF are related to natural gas and electricity consumption and tailpipe emissions from employee travel to and from the project site. This would generate criteria pollutants equivalent to adding a typical passenger vehicle to the road each year and generate greenhouse gas emissions equivalent to adding 829 typical passenger vehicles to the road each year.

Chapter 3, Section 3.13, *Hazardous Materials* (Section 3.13.4.2), of the Final EIS states that operational hazardous waste would be generated by maintenance activities involving the use of lubricants, solvents, etc. Any hazardous waste generated would be managed according to all applicable regulatory requirements, which would minimize exposure for personnel and the surrounding environment. The OMSF would be constructed with engineering controls that would limit releases and spills, thereby minimizing operational impacts.

## **Letter I64, Barbara LaFayette**

**From:** Barbara LaFayette [bnlbel@aol.com]  
**nt:** Thursday, June 12, 2014 9:38 PM  
**o:** OMSF

Don't f...ck up our neighborhood please!!!! We live here and this is in our yard.we can hear it all from our homes above. Thanks. B .LaFayette

I64-1

Sent from my Kindle Fire

## **Response to Letter I64, Barbara LaFayette**

### **Response to Comment I64-1**

Opposition to the OMSF project has been noted.



## Letter I65, Charles Landau

**From:** Charles Landau [charles\_landau@hotmail.com]  
**nt:** Monday, May 19, 2014 10:44 AM  
**o:** OMSF  
**Subject:** Option 4

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

In my opinion, it makes no sense to have this facility smack in the middle of residential/retail. I hope this option is not selected.

I65-1

Charles Landau  
Bellevue, WA

**From:** Laura Landau - Home [laura\_landau@hotmail.com]  
**ent:** Monday, June 16, 2014 5:31 PM  
**o:** OMSF; Chazanow, Abby; Franklin, Jenna  
**Subject:** Rail Yard @ SR520 - Opposed

Hello – I am writing to oppose the locating of the Link rail yard and operations center at the Option 4: SR520 location.

Please consider

1. non-signal intersections when doing your traffic impact.
2. proximity to established residential area
3. Displacement of small businesses and non-profits
4. Environmental impact of local creek.

Please consider expanding the current facility in SODO and not inviting this industrial development in an area better suited to mixed use due to its proximity to downtown Bellevue, Microsoft and many local employers.

Thank you.

Laura Landau  
3003 130<sup>th</sup> PI NE  
Bellevue, WA 98005

## **Response to Letter I65, Charles Landau**

### **Response to Comment I65-1**

Opposition to the SR 520 Alternative has been noted.

## Letter I66, Laura Landau

**From:** Franklin, Jenna [Jenna.Franklin@soundtransit.org]  
**Sent:** Tuesday, June 17, 2014 8:54 AM  
**To:** OMSF  
**Subject:** FW: Rail Yard @ SR520 - Opposed

**From:** Laura Landau - Home [mailto:laura\_landau@hotmail.com]  
**Sent:** Monday, June 16, 2014 5:31 PM  
**To:** OMSF; Chazanow, Abby; Franklin, Jenna  
**Subject:** Rail Yard @ SR520 - Opposed

Hello – I am writing to oppose the locating of the Link rail yard and operations center at the Option 4: SR520 location.

Please consider

1. non-signal intersections when doing your traffic impact.
2. proximity to established residential area
3. Displacement of small businesses and non-profits
4. Environmental impact of local creek.

Please consider expanding the current facility in SODO and not inviting this industrial development in an area better suited to mixed use due to its proximity to downtown Bellevue, Microsoft and many local employers.

Thank you.

Laura Landau  
3003 130<sup>th</sup> PI NE  
Bellevue, WA 98005

I66-1

## Response to Letter I66, Laura Landau

### Response to Comment I66-1

Opposition to the SR 520 Alternative has been noted.

Chapter 3, Section 3.1, *Transportation*, describes the traffic impact analysis conducted. Non-signalized intersections and driveways were considered in the analysis.

The proximity to residential areas was considered during evaluation of all applicable resource areas (Chapter 3, Sections 3.3, *Land Use*; 3.5, *Social Impacts, Community Facilities, and Neighborhoods*; 3.6, *Visual and Aesthetic Resources*; and 3.8, *Noise and Vibration*, of the Final EIS). Please also see responses to Common Comments 8, 10, 15, 20, and 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Acquisitions, displacements, and relocations, including residential and non-residential uses, were considered in Chapter 3, Section 3.2, *Acquisitions, Displacements and Relocations*, of the Final EIS. The tax implications regarding the loss of business revenue were considered in Chapter 3, Section 3.4, *Economics*, of the Final EIS. Impacts on biological resources, including Goff Creek and other creeks, were considered in Chapter 3, Section 3.9, *Ecosystems*, of the Final EIS.

Expansion of the existing Forest Street OMF was considered and found to be unfeasible. Chapter 2, *Alternatives Considered* (Section 2.2.2), of the Final EIS describes the reasons why this option was not carried forward.

## Letter I67, Ilona Larson



**From:** ilona larson [i.larson@comcast.net]  
**nt:** Saturday, June 21, 2014 4:21 PM  
**o:** OMSF  
**Subject:** No rail yard in Bellevue!

To whom it may concern,

I am a homeowner at the Bridal trail neighborhood just of 130th Ave NE in Bellevue, WA. It is a very nice, safe, quiet, and upscaled neighborhood with a fantastic new elementary school. We have a lot of students from outside the district that are attending the school which all have to drive into our neighborhood.

We are all just horrified to hear about the possibility to have that rail yard just in front of our doors destroying our whole atmosphere and community. We paid a lot of money for our homes (between \$600.000-over Millions) and we specifically picked this neighborhood for it's qualities. One of a sudden you want to come in and destroy all of this with your gigantic noisemaking operations! It is hard to believe that you would wipe out all those 100+ businesses that have established themselves and are a big part of our community! (I know you call it "relocating")

Besides the major safety issue regarding traffic, we are mostly appalled with the noise that would be created as I can imagine the majority of work would take place during the night! I don't want to even imagine...There are people living right next to that property you are considering! How can this legally even be possible? Why don't you find a site where there are hardly any people living and a lot of empty land instead of this highly populated area. I truly hope you reconsider your options and stay far away from us.  
Thanks

I67-1

## Response to Letter I67, Ilona Larson

### Response to Comment I67-1

Opposition to the SR 520 Alternative due to impacts on the Bridle Trails area and local businesses has been noted. Please see responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Traffic and traffic safety have been evaluated in Chapter 3, Section 3.1, *Transportation*, of the Final EIS. Section 3.1 states that the proposed OMSF would result in a net decrease in daily and peak-hour traffic on roadways surrounding each alternative site and would reduce the number of site access driveways that exist along adjacent roadways. As a result, none of the build alternatives are expected to result in any adverse impact on traffic or traffic safety.

## Letter I68, Katie Lee

**From:** Kathryn Lee [kathryn@harsch.com]  
**nt:** Monday, June 23, 2014 9:37 PM  
**o:** OMSF  
**Subject:** No On SR 520 Alternative

Dear Sound Transit Board Members and Staff:

As Property Manager of Plaza 520 Business Park consisting of more than 40 businesses, I adamantly oppose the selection of the SR 520 alternative for the proposed OMSF site. The SR 520 site consists of office and retail tenants; national businesses, local owned businesses, and non profit organizations. The impact of Sound Transit selecting the SR 520 site would not only be devastating to the Bellevue community as a whole, it would directly affect tenant businesses many of which will be forced to permanently close their doors.

I68-1

I implore Sound Transit to not site the proposed OMSF in the SR 520 alternative.

Thank you for your consideration.

Sincerely,

Katie M. Lee  
Property Manager  
Harsch Investment Properties

## **Response to Letter I68, Katie Lee**

### **Response to Comment I68-1**

Opposition to the SR 520 Alternative due to impacts on local businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I69, Luanne Lemmer

**From:** Luanne Lemmer [luannelemmer@gmail.com]  
**Sent:** Friday, June 13, 2014 6:20 PM  
**to:** OMSF  
**Subject:** Rail maintenance yard in Bellevue

Dear OMSF,

I cannot believe you want to tear down a new plaza in a busy retail area in Bellevue. I live in Bridle Trails neighbourhood, about a mile from the plaza and drive by it about twice every day. I patronize stores in the plaza and feel it's part of my neighbourhood. Putting a rail maintenance yard there would completely change that part of our city, making it feel very industrial. We have other nearby areas on 120th Ave and 124th Ave that are already industrial and that would be the place to put a rail yard, not in a plaza on a busy street!

Sincerely,  
Luanne Lemmer  
Bridle Trails resident,  
Bellevue

## **Response to Letter I69, Luanne Lemmer**

### **Response to Comment I69-1**

Opposition to the SR 520 Alternative due to potential impacts on land use character has been noted. Please see responses to Common Comments 8, 10, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## Letter I70, Janet Levinger

**From:** Janet Levinger [janetl@jl.com]  
**Int:** Thursday, June 12, 2014 2:28 PM  
**o:** OMSF  
**Subject:** Operations and maintenance satellite facility

Dear Sir/madam

I live in the Bridle Trails neighborhood of Bellevue and want to give input on the location of the operations and maintenance satellite facility. I think that having it located on the corner of 130<sup>th</sup> Avenue and Northup would be a bad decision. That location is full of retail stores and restaurants and having a maintenance facility would hurt the character of the neighborhood.

I70-1

If you must choose Bellevue, someplace near Lowes which is more industrial would be more appropriate. I don't know about the location in Lynnwood.

Janet Levinger  
4050 134<sup>th</sup> Ave NE  
Bellevue, WA 98005

## **Response to Letter I70, Janet Levinger**

### **Response to Comment I70-1**

Opposition to the SR 520 Alternative due to potential impacts on land use character has been noted. Please see responses to Common Comments 8, 10, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I71, Bill Lider

**From:** William Lider [<mailto:Bill@LiderEngineering.com>]  
**Sent:** Wednesday, June 04, 2014 8:32 AM  
**To:** \*Email All Boardmembers  
**Cc:** Email The Board; Franklin, Jenna; Iwata, Roger  
**Subject:** Lynnwood O&M Draft EIS

Please see my testimony that I presented at the public hearing in Lynnwood last night.

Politicians never look good when they waste public money. In this case, continuing to burn hundreds of thousands of taxpayer dollars researching a **FATALLY FLAWED** project will not look good for you in the upcoming elections.

I71-1

Please consider this as you continue to push for the Lynnwood O&M facility in the DEIS.

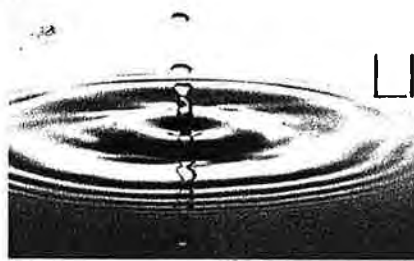
William (Bill) Lider, PE, CESCL  
Lider Engineering, PLLC  
2526 – 205<sup>th</sup> Place SW  
Lynnwood, WA 98036  
425-776-0671 (W)  
206-661-0787 (C)

## **Response to Letter I71, Bill Linder**

### **Response to Comment I71-1**

Please see responses to Comment Letter I72.

## **Letter I72, William M. Lider**



# LIDER ENGINEERING PLLC

Low Impact Development Engineering Resources  
Stormwater and Erosion Control Engineering

WILLIAM M LIDER, PE, CESCL

**DATE:** June 3, 2014  
**TO:** Sound Transit Board of Directors  
**SUBJECT:** Lynnwood Maintenance Facility DEIS  
Sound Transit, Lynnwood Public Hearing  
June 3, 2014

Why are we even here tonight?

Sound Transit has put forward a DRAFT EIS that is fatally flawed. Sound Transit cannot condemn the Edmonds School District's Cedar Valley property for its proposed north end maintenance facility and without the school district's consent and the school district is an unwilling seller. This project is DOA; and even if the school board voted to sell their Cedar Valley site to Sound Transit, there likely would be a recall effort launched to remove the members of the school board who voted for the sale. There is extreme prejudice in the local community for a rail maintenance facility next to residential property due to noise, light, and other environmental concerns.

I72-1

I am supportive of light rail transportation and Sound Transit's extension to the north end, but quite frankly, someone at Sound Transit needs their head examined for proceeding with this DEIS. At this point in time, ST has no viable option for a maintenance facility in Lynnwood and you are simply wasting our time and tax money pursuing this fatally flawed project.

As a professional civil engineer, I helped design major portions of the link light rail down Martin Luther King Way and in the City of Tukwila and I know the problems unique to light rail. Originally, light rail was only funded as far as the Southcenter Blvd. station, over a mile north of SeaTac Airport. Sound Transit did the right thing, went back to the voters, and got the funding approved to extend light rail all the way to the airport, a major hub and logical endpoint destination.

As an alternative to the current fatally flawed project, I urge Sound Transit to evaluate the property bounded by I-5 to the east and south, Alderwood Mall Parkway to the west, and SR 525 to the north. Please see the scale Figure 1 layout on page 3 showing the proposed Cedar Valley maintenance facility overlaid on the mall property. With only a few minor design tweaks, this site would meet Sound Transits needs for a maintenance facility.

I72-2

Much of the property east of the Alderwood Mall Parkway between the Watermark Credit Union and Target is currently under developed and under private ownership subject to condemnation and street vacation. There are no residential properties nearby, so noise is not an issue. The site is flat and totally covered with impervious surface, so environmental impacts and grading costs are minimal.



The Alderwood Mall would be an ideal destination point and logical temporary rail terminus. The station construction could be combined with the maintenance facility construction.

I72-2  
cont'd

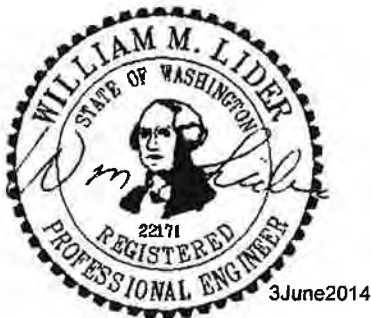
It appears that much this property is about to be redeveloped, and if so, the cost to the taxpayers will certainly rise exponentially, if Sound Transit does not act promptly to secure the development rights.

Traffic around the Mall is already at a Level of Service (LOS) of "F" during peak holiday times and will likely get even worse with the opening of the new COSTCO. People literally fight over parking stalls during the holiday season. Not only would extending light rail to the Mall help reduce the traffic and parking problems at the Mall, it would reduce traffic generated by the strip malls displaced by the maintenance facility.

I72-3

So in conclusion, I urge Sound Transit to immediately withdraw its fatally flawed DEIS for the Cedar Valley maintenance facility, go back and obtain additional funding, and evaluate the potential of an O&M facility and station east of Alderwood Mall.

Respectfully submitted,  
LIDER ENGINEERING, PLLC



William M. Lider, PE, CESCL  
Principal Engineer

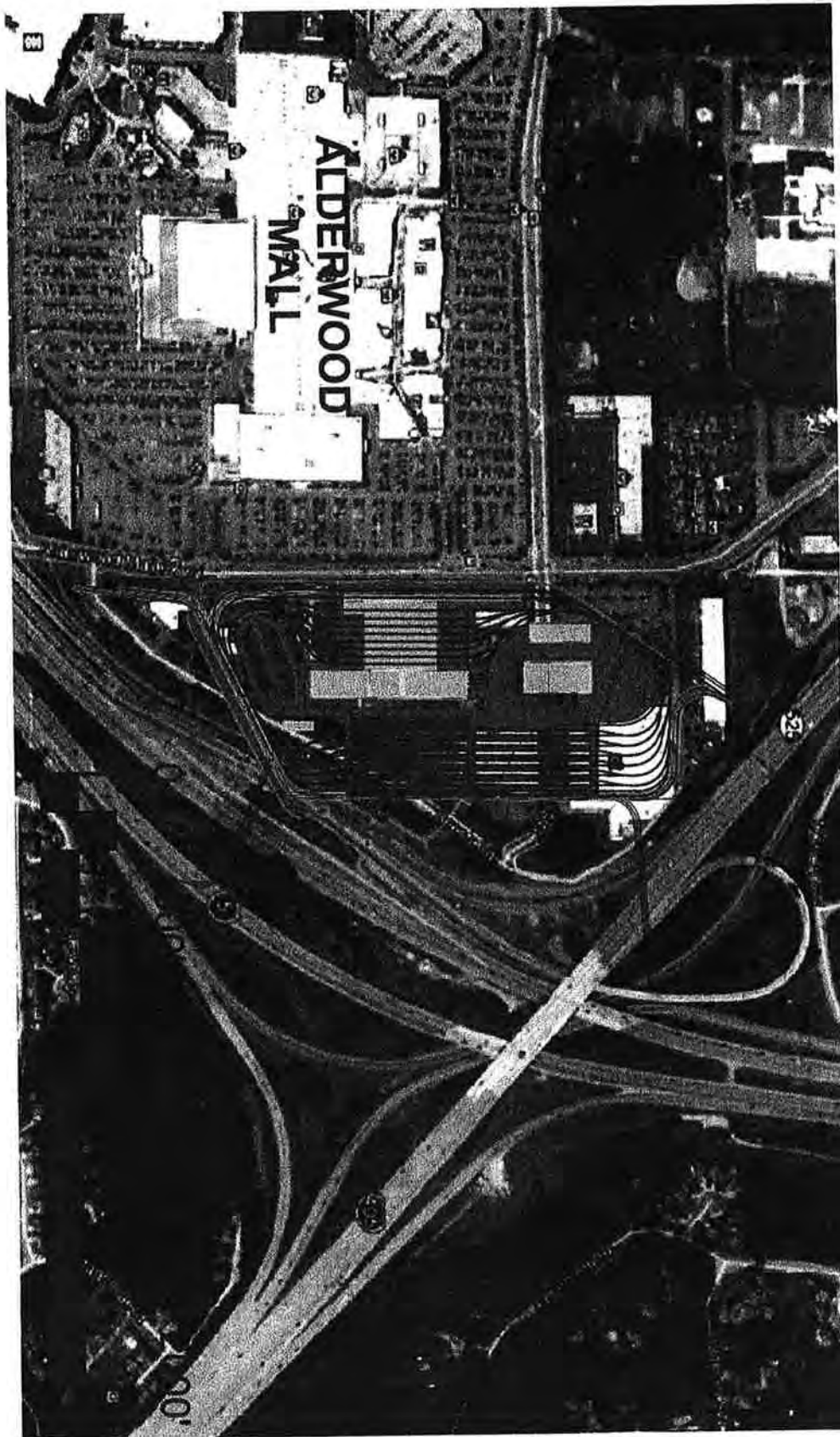


FIGURE 1: SUGGESTED ALTERNATE LOCATION FOR LIGHT RAIL MAINTENANCE FACILITY.

## **Responses to Letter I72, William M. Lider**

### **Response to Comment I72-1**

Opposition to the Lynnwood Alternative has been noted. Please see the responses to Common Comments 9 and 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I72-2**

Thank you for the suggested alternative site for the OMSF. Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS states the physical location criteria for the OMSF. One criterion is being proximate to an existing or future light rail segment, as defined by the ST2 program. ST2 authorizes construction north to the Lynnwood Transit Center but no farther. Because the OMSF is needed to support the ST2 fleet, the alternative locations must be proximate to the light rail extensions approved as part of ST2.

### **Response to Comment I72-3**

Comment noted.

## Letter I73, Michael Link

**From:** Michael J. Link [mlink@windermere.com]  
**nt:** Thursday, June 19, 2014 3:45 PM  
**o:** OMSF  
**Subject:** Commenting on the Bellevue OMSF near lake Bellevue and Spring district

I have been a big supporter of light rail coming to town and the help it will provide reducing car trips in a city getting congested with too many cars. However, this OMSF facility isn't light rail.

We have spent enormous time and efforts working on improving the quality around the Lake Bellevue neighborhood and the redevelopment of the Bel Red corridor, an area I have lived and worked in since 1988.

This facility does not fit the vision we have for the area.

I represent the Lake Bellevue area via the HOA board, the water quality board and as the President of the sub basin Alliance with The Spring District and none of my supporters feel this type of intrusion belongs in an area we are starting to finally transform

Even worse, when we start looking at details of what would also be necessary to have these extra rail cars in the neighborhood and the facility itself, Sound Transit is now secretly going after an easement through our condo development and locate a switch station they would need to service through our property. This also would indicate they think it is ok to have cars rolling back and forth next to the only residential neighborhood in this micro neighborhood between 1-4am. This would mean more lights, people, disturbances and someone coming into our private development at hours we cannot control or have room for. This is a very unacceptable intrusion to the condo development, the lake and the redevelopment work that is starting to happen in the new Bel Red. All of us stakeholders are disappointed at this latest intrusion and it had NOT been discussed with us in any of the ST outreach meetings of which we have had several. It was only when the "switch station and the second line of storage tracks" appeared on the very latest drawings at the last city hall meeting.

thanks lots

Michael J. Link

Michael J. Link, CRS

The Real Estate Broker "Helping People Move Closer in, or Across the Mountains"  
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425-462-8000 WRE Bellevue Commons office

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Visit <http://www.michaeljlink.com>

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Zillow Premier Agent since 2007

Sent from Mike's iPad

Isn't it nice to know that now you have a friend in the real estate business that you can feel comfortable introducing to your friends, family and neighbors!

## **Responses to Letter I73, Michael Link**

### **Response to Comment I73-1**

Opposition to the Preferred Alternative and BNSF Modified Alternative due to potential impacts on land use character has been noted. Please see the responses to Common Comments 10 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I73-2**

The switches and signal bungalow adjacent to the Lake Bellevue condominiums, and associated maintenance easement are associated with the East Link project. Train movements for maintenance operations at the Preferred Alternative and BNSF Modified Alternative would not require the use of this switch, nor access through the Lake Bellevue condominiums.

## **Letter I74, Margaret Makar**

**From:** Margaret Makar [mmmakar@comcast.net]  
**Sent:** Friday, June 13, 2014 6:18 PM  
**To:** OMSF  
**Subject:** Bel Red corridor

Do not want it near us. Lynnwood would be better. | I74-1

Margaret & Mike Makar

Sent from my iPhone



## **Response to Letter I74, Margaret Makar**

### **Response to Comment I74-1**

Opposition to the OMSF being located in Bellevue and support for the Lynnwood Alternative have been noted.

## Letter I75, Bobbie Maletta

**From:** Bobbie [coupefivers@gmail.com]  
**nt:** Thursday, June 12, 2014 7:54 PM  
**o:** OMSF  
**Subject:** Really Bad Idea

To whom it may concern:

Plaza 520 would be the worst possible place for locating OMST.

Has anyone checked out the traffic at this location lately?

Our family greatly opposes this idea.

Thank you,

B. Maletta

I75-1

## **Response to Letter I75, Bobbie Maletta**

### **Response to Comment I75-1**

Opposition to the SR 520 Alternative has been noted. Chapter 3, Section 3.1, *Transportation*, of the Final EIS analyzed the traffic system at this location and concluded there would be temporary traffic impacts during construction; however, operation of the OMSF would reduce traffic levels on the surrounding roadway network.

## Letter I76, Francis Mandarano

June 12 2014

To whom it concerns

**Regarding: Sound Transit's Proposed Operation & Maintenance Facility in Bellevue**

As a property owner and a citizen of Bellevue I believe the placement of the **O & M (OMSF) Alternative 3: BNSF Modified in Bellevue** is a very big mistake from several view points.

I76-1

Having traveled the world and in Europe and particularly in Italy I find the InterCitys there to be very people friendly where walking is encouraged and the density is high, trains move underground and 25 acre Maintenance facility's are out of sight and placed in industrial areas.

I76-2

This 25 acre industrial train parking lot is plopped down right in the middle of where Bellevue is expanding it's newly created Bel-Red corridor with open spaces, short blocks, mixed use and very pedestrian friendly, and then ST2 comes along and in the words of Matt Terry Director of Planning and Community Development from 1982-2010 drops "A very dark cloud" right into the mix.

It is in direct conflict with the City's well thought out re-development strategy and vision for the Bel-Red Corridor and surrounding area.

I76-3

This 25 acre train parking lot will have a substantial negative impact on future investment in the Bel-Red Corridor, do to the way this was according to the then Mayor of Bellevue from 2006 – 2009 Grant Degginger "**slipped in late in the game**" - **After Bellevue City Council made Transit friendly decisions.**

I76-4

The area west of the railroad tracks has been rezoned by Bellevue

I76-5

as Medical/ Dental / Hospital/ Mixed –use, not a 25 acre train parking lot.

176-5  
cont'd

In conclusion please understand that the City of Bellevue and the public servants who worked hard to plan for the future of the Bel-Red corridor have now been slapped in the face with this last minute apparently not very well thought out placement.

I am sure the phone calls are going into the lawyers as this letter is being written and the damage claims are being discussed the likes of which could far out weight the advantage of this very bad decision by ST2.

I am all for light-rail transportation, but there has to be a better-suited - and less expensive - solution. I encourage the City of Bellevue to stand their ground and be strong. My message to ST2 is to please drop all plans for the O & M Facility in the Bellevue city limits.

Respectfully,

Francis G. Mandarano  
1950 116<sup>th</sup>. VE NE  
BELLEVUE WA. 98004  
206 310 8380

## **Responses to Letter I76, Francis Mandarano**

### **Response to Comment I76-1**

Opposition to the BNSF Modified Alternative has been noted.

### **Response to Comment I76-2**

Opposition to the OMSF alternative locations has been noted. As described in Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS, the OMSF must be near an operating light rail line, roughly rectangular in shape, and sited on a parcel of land of up to 25 acres.

### **Response to Comment I76-3**

Please see responses to Comment L1-1, above, and Common Comments 11 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I76-4**

Please see the responses to Common Comments 16 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I76-5**

Please see responses to Comment L1-1, above, and Common Comment 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## **Letter I77, Janet Mandarano**

Date: June 14, 2014

To whom it concerns

**Regarding: Sound Transit's Proposed Operation & Maintenance Facility in Bellevue**

I remain totally opposed to locating a Sound Transit Operation & Maintenance Facility in Bellevue. It is in direct conflict to the City's long-standing redevelopment strategy and vision for the Bel-Red corridor and the surrounding area.

I77-1

A myriad of time, planning, discussion, talent and millions of dollars have gone into creating a comprehensive vision for Bellevue's expansion and the redevelopment/zoning of this limited resource of land - critical to the continued managed growth of this vibrant/productive/commerce important/employment important City. (This continued growth is economically and employment significant to the entire State - not just to Bellevue.)

For years I have enthusiastically followed the City's re-development plans for the Bel-Red corridor and the proposed high-density mixed use. I've watched Children's Hospital become a reality; watched as Group Health & Overlake grew into important regional hospitals and the Medical offices on 116th Avenue flourish in support. Bellevue has worked hard and successfully to gain support from its Citizens, Business Owners and Investors in creating a forward-thinking vision of the future for the Bel-Red redevelopment - both in housing, commerce and employment expansion.

I77-2

It is my understanding that Bellevue worked with Sound Transit to create a grid of stops that would encourage high-density growth and efficient use of the Light Rail. It is also understood that there was no talk of locating a Maintenance Facility in Bellevue until after the fact – a surprise to everyone on the planning committee.

As a property owner at 1950 116th Ave N.E. for over 25 years, I have watched closely, and with approval, as our area was rezoned for multi-story medical use. This area was rezoned by Bellevue as Medical/Dental/Hospital Use – not for a rail station maintenance yard. With the anticipated sustained growth of Bellevue (and the Eastside in general), this area must be preserved for Hospital and Medical Support that will be required to service its citizens. This is critical to the health, well-being and workability of Bellevue (and the Eastside in General).

I77-3

I am devastated to learn that our building AND the rare acreage surrounding it would be irreplaceably eliminated.

I am all for light-rail transportation, but there has to be a better-suited - less expensive - long term logical solution.

Sincerely,  
Janet Mandarano  
1950 116th Ave N.E.  
Bellevue, WA 98004  
206-669-4900

## **Responses to Letter I77, Janet Mandarano**

### **Response to Comment I77-1**

Opposition to the placing the OMSF at any of the Bellevue build alternative sites has been noted. Please see responses to Common Comments 10, 11, 12, 15, 16, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I77-2**

Please see response to Comment I77-1.

### **Response to Comment I77-3**

Please see response to Comment L1-1. The BNSF Modified Alternative would displace this building; other OMSF alternatives would not.

## **Letter I78, Christine Mantell**

**From:** Mantell, Christine D. [mantell.c@ghc.org]  
**ent:** Monday, June 23, 2014 9:10 AM  
**o:** OMSF  
**Subject:** Operations and Maintenance Satellite Facility

To Sound Transit Decision Makers:

I oppose the placement of an Operations and Maintenance Satellite Facility in the Bel-Red Corridor  
I live in Bridle Trails. This does not belong right next to an established residential area.

I78-1

Thank you for your consideration,

Chris Mantell  
14206 NE 40<sup>th</sup> Place  
Bellevue, Wa 98007

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## **Response to Letter I78, Christine Mantell**

### **Response to Comment I78-1**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I79, Doug Mathews

**From:** Douglas J Mathews [dmathews@uw.edu]  
**Int:** Wednesday, June 18, 2014 1:00 PM  
**to:** OMSF  
**Cc:** Douglas J Mathews  
**Subject:** Proposed location of Operations and Maintenance Satellite Facility

Dear Sound Transit,

For over the last 10 years I have been involved with studying both the proposed light rail alignment through Bellevue as a member of the Bellevue Planning Commission, participated on the Bel-Red Steering Committee as Planning Commission Liaison, was a member of the Light Rail Best Practices Committee for the City of Bellevue, was a co-chair on the PSRC East Corridor Growing Transit Communities Task Force, and am currently Co-Chair of the Bellevue Light Rail Community Advisory Committee. During this time I have gained a somewhat unique perspective as a private citizen of Bellevue as to what our city's vision is for the redevelopment of the Bel-Red Corridor area, and how East Link will integrate into the future vision we have for the area. We have the opportunity to develop both business and residential communities around the light rail stations that will serve the City of Bellevue in the Bel-Red area, with each acting as a catalyst to the other in bringing a planned, organized complementary growth to this evolving neighborhood.

However, the proposed location of an Operations and Maintenance Satellite Facility in Bel-Red has never been a part of this vision, nor should not be. Placing a facility such as this goes against the very tenets of developing Transit Oriented Development in the area by siting the operation in a planned business and residential neighborhood that is not complementary, and actually works against, the purpose of TOD. Furthermore, it would take away an area planned for residential development that is part of Bellevue's approach for meeting GMA requirements in future years.

I79-1

I would also strongly suggest that the alternative location between SR520 and NE 20<sup>th</sup> not be considered due to the tremendous loss of numerous (100+) small businesses that would occur by being displaced from their current location, with few reasonable options for relocation. Please find a location that more closely suits such a facility. I would ask if you have even considered the next extension of East Link from Bellevue to downtown Redmond to see if such a sight might be workable along that alignment as a potential option. I know this suggestion may not fit in well with Redmond's future vision, which they have been planning and developing over the last decades too. But I don't believe the Eastside in general should be burdened with the OMSF in unreasonable locations because of lack of forethought, planning and communication early on by an agency with the communities that could be affected.

I79-2

Doug Mathews



## **Responses to Letter I79, Doug Mathews**

### **Response to Comment I79-1**

Please see responses to Comment L1-1, above, and Common Comments 11, 13, 15, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I79-2**

Opposition to the SR 520 Alternative has been noted. Please see responses to Common Comments 8 and 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I80, Denise McElhinney**

**From:** McElhinney, Denise [dmcleese@seattleschools.org]  
**ent:** Monday, June 23, 2014 1:44 PM  
**o:** OMSF  
**Subject:** OMSF in Lynnwood

Dear Mr. Hale,

Although I understand the need for the Operations and Maintenance Satellite Facility (OMSF), but as a long time resident in my home near Cedar Valley Road and 52 Avenue West, I am *extremely opposed* to having the OMSF constructed and operated at the Sound Transit Alternate #1 site in Lynnwood Washington. Alternate #1 site in Lynnwood is located in a residential, recreational and wetland area. There are a few small businesses (some will be displaced if alt. #1 site is picked) along 52<sup>nd</sup> Avenue and Cedar Valley Road already, but nothing compared to a fully operational train yard, which would bring continual noise and environmental issues for air quality around the clock.

I80-1

The construction of such large facility is not appropriate for this area, please **do not** chose Alternate #1 site as the location for the planned OMSF. The disruption that the Link light Rail tracks will bring with its construction and train operations is more than enough for this small residential area.

Thank you for consideration,

Denise McElhinney  
5624 203<sup>rd</sup> ST SW  
Lynnwood WA 98036  
206-697-6315

## Response to Letter I80, Denise McElhinney

### Response to Comment I80-1

Opposition to the Lynnwood Alternative due to noise and air quality impacts on surrounding land uses has been noted. Please see Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4.6), of the Final EIS, which address the concerns regarding noise impacts on the surrounding area during operation of the OMSF. Please see Chapter 3, Section 3.7, *Air Quality and Greenhouse Gases* (Section 3.7.4.4), of the Final EIS, which shows operation of the OMSF would not exceed Clean Air Act and Ambient Air Quality standards. Also, please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS for impacts on residents in the vicinity of Lynnwood Alternative.

## Letter I81, Paul McKee

**From:** Paul McKee [liberty@mcsid.com]  
**ent:** Sunday, June 22, 2014 4:40 PM  
**fo:** OMSF  
**Subject:** Comment on OMSF DEIS

From: Paul McKee  
2805 131st PI NE  
Bellevue, WA 98005

Dear Sound Transit,

I am opposed to the building of the OMSF at the SR520 Site. This site should not be used because (a) it would displace a large number of existing businesses and non-profits (creating in the process a facility that is very much out of character with its surroundings), and (b) it would have adverse environmental impacts due to the presence of Goff Creek on the site.

Another strike against this site is the impact on operating speeds on the adjacent rail line.

Clearly, either the BNSF Site or the BNSF Modified Site would be superior to the SR520 Site: these sites already have an industrial character and there are very few existing uses that would be displaced.

Please exclude the SR520 site from further consideration.

Thank you,  
Paul McKee

I81-1

## **Response to Letter I81, Paul McKee**

### **Response to Comment I81-1**

Opposition to the SR 520 Alternative and general support for the Preferred Alternative and BNSF Modified Alternative has been noted. Please see responses to Common Comments 8 and 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Regarding impacts related to operating speeds, please see the response to Comment L3-14.

## **Letter I82, Alannah McKeehan**



**From:** Alannah [mckeehanfamily@gmail.com]  
**nt:** Thursday, June 12, 2014 10:01 AM  
**o:** OMSF  
**Subject:** Transit Center

DO NOT put the transit Center in Bellevue. We should VOTE again and undo this mistake!!! I82-1

## **Response to Letter I82, Alannah McKeehan**

### **Response to Comment I82-1**

Opposition to the placement of the OMSF at any of the Bellevue alternative sites has been noted.

## Letter I83, Lorrie Meyer

**From:** Lorrie Meyer [lrm4k4@gmail.com]  
**Sent:** Thursday, June 12, 2014 3:24 PM  
**To:** OMSF  
**Subject:** Bel-Red Corridor Satellite Facility

To Whom It May Concern:

My husband and I are opposed to the sites located near our home in Bridle Trails. The misplacement of small businesses and disruption to our neighborhood would be monumental.

At night, sound travels and we already deal with freeway noise, sirens, and parking lot machinery. The maintenance facility would be very noisy with the rails and routine maintenance that they would be doing during the night.

I83-1

This would be very disturbing to our neighborhood and our sleep.

Please reconsider this site and its negative impact to our community.

Sincerely,

Lorrie & Ed Meyer  
3406 134th Ave NE  
Bellevue, WA 98005

## Response to Letter I83, Lorrie Meyer

### Response to Comment I83-1

Opposition to the SR 520 Alternative due to displaced businesses and potential nighttime noise has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to the comment regarding displaced businesses.

Regarding potential nighttime noise impacts, please also see Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4.5), of the Final EIS, that concluded noise impacts on the surrounding residential area would not occur based on FTA and City of Bellevue noise criteria.

## **Letter I84, Melinda Miller**

**From:** Melinda D. Miller [mindy@seattle.testrac.com]  
**Content:** Tuesday, May 20, 2014 7:48 AM  
**To:** OMSF  
**Subject:** East Link Corridor: Site 4

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To whom it may concern,

My name is Melinda Miller, my family and I live at 4285 137th Ave NE Bellevue, in the Trails End Neighborhood. On behalf of my 40 household neighbors we'd like to voice our opinion that the 520 site 4 is the wrong place to put an OMSF. | I84-1

OMSF is not consistent with current COB zoning ( no big boxes, mega retail). | I84-2

Our Bridle Trails Community neighborhood (which is 5,000 strong) sits within 1/8 mile of one of the 2 proposed Bellevue 520 sites. We are also concerned with mega-project overload (Bertha, 520 Bridge, ST link rail, Highway 99 tunnel). These projects are all over-budget and have over scheduled completion dates. | I84-3

The existing 520 Plaza retail is consistent with our neighborhood in attractiveness and services offered. We've got a lot of wonderful businesses, approximately 101 that will be displaced if you pick this location. This will have a major impact on small-businesses and also a ripple effect of employment displacement if this project goes through this area. It would be a terrible loss to our community if these businesses were to move or disappear. | I84-4

Another major concern is the Goff Creek. It's a salmon-bearing stream and this project poses major environmental challenges. | I84-5

The Trails End Neighborhood ask that you not chose Site 4 for an OMSF.

Thank you for taking the time to read this, Melinda Miller

## **Responses to Letter I84, Melinda Miller**

### **Response to Comment I84-1**

Opposition to the SR 520 Alternative has been noted.

### **Response to Comment I84-2**

Please see responses to Common Comments 10 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I84-3**

Please see responses to Common Comments 18 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. The Final EIS addresses the potential cumulative impacts of the OMSF and other reasonably foreseeable future projects, as listed in Chapter 3, *Affected Environment and Environmental Consequences*.

### **Response to Comment I84-4**

Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I84-5**

Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## Letter I85, Tricia Monaghan

**From:** Tricia Monaghan [monaghantricia@yahoo.com]  
**Sent:** Monday, June 23, 2014 11:56 PM  
**To:** OMSF  
**Subject:** comments in attachment  
**Attachments:** Sound Transit OMSF comment.pdf

**Comments to Sound Transit regarding the Light Rail Operations and Maintenance**

**Satellite Facility location**

by Tricia Monaghan

I oppose the the placement of the Sound Transit Light Rail Operations and Maintenance Satellite Facility in Lynnwood, Washington located north of I-5 and east of 52nd Ave. W/ Cedar Valley Rd. for the following reasons:	I85-1
1) There is an established neighborhood adjacent to the proposed location in Lynnwood which would negatively affect the quality of life of residents.	I85-2
2) The location in Lynnwood would have numerous negative environmental impacts which include wetlands and wildlife habitat being destroyed.	I85-3
3) The Edmonds School District #15 has already made plans to utilize their property for a new administration building and bus maintenance facility. Tax payers have already paid for some of the project and have passed a recent bond to proceed forward in the relocation of the bus facility.	I85-4
4) There are alternative sites in Bellevue that are more characteristic of a high industrial location that do not affect residential neighborhoods and wetlands.	I85-5
5) The Lynnwood location has a DSHS building that services and benefits many people in this diverse and vulnerable neighborhood. This seems to be an Environmental Injustice to take away such a valuable resource that benefits directly to the surrounding neighborhood and community. I do not agree with the DEIS on not having a Environmental Justice problem on the Lynnwood location.	I85-6
6) The DEIS did little to investigate the further on the Wildlife Habitat in Lynnwood. The documents used were obviously outdated and not up to date. We have pictures of Eagles hanging out at Sprague's Ponds almost across the street from the proposed OMSF site. We have also witnessed Peregrine Falcons hunting with offspring over the ponds.	I85-7

## Responses to Letter I85, Tricia Monaghan

### Response to Comment I85-1

Opposition to the Lynnwood Alternative has been noted.

### Response to Comment I85-2

Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS for impacts on residents in the vicinity of Lynnwood Alternative.

### Response to Comment I85-3

Analysis of impacts on Scriber Creek wetlands and wildlife is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS. Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I85-4

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I85-5

Support for alternatives located in Bellevue has been noted.

### Response to Comment I85-6

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I85-7

Supporting documentation referenced in the Final EIS dates from 2001 through 2012.

A variety of recent, publically available databases were reviewed during preparation of the Final EIS, in addition to information previously gathered by Sound Transit during preparation of the *Lynnwood Link Draft EIS* (Sound Transit 2013) and field observations of the study area made in December 2012. Databases reviewed included the WDFW Priority Habitats and Species Database (2012), the WDNr Natural Heritage Inventory database (2012), the NatureServe database (2013), and the WNDr Washington Herp Atlas (2011). None of these databases revealed recorded observations of nesting or roosting bald eagles or peregrine falcons in proximity to the Lynnwood Alternative site. However, the potential for both bald eagles and peregrine falcons to occur within proximity to the Lynnwood Alternative site is acknowledged in Appendix E.3, *Ecosystems Technical Report* (Table 3.3-3), of the Final EIS, which indicates bald eagles are likely present and peregrine falcons are possibly present in the study area of the build alternatives based on preferred habitat. The potential for bald eagles to forage or roost in habitats associated with the Lynnwood Alternative is further acknowledged in Appendix E.3, *Ecosystems Technical Report* (Section 3.3.4.1), of the Final EIS. Because the WDFW Priority Habitat and Species database has no records of peregrine nests located near the Lynnwood Alternative site, potential for foraging by peregrines was not specifically noted in the Final EIS.

## Letter I86, Mary Monaghan

**From:** mary monaghan [mary.monaghan3@frontier.com]  
**ent:** Friday, June 20, 2014 4:17 PM  
**o:** OMSF  
**Cc:** mary.monaghan3@frontier.com  
**Subject:** Comments on the DEIS for OMSF Lynnwood Site  
**Attachments:** DEIS COMMENTS ON LYNNWOOD SITE FOR OMSF-June 20 2014.pdf

Please see attached comments on the DEIS for the OMSF Lynnwood site.

Mary A. Monaghan  
5214 – 201<sup>st</sup> PL. SW  
Lynnwood, WA 98036

# DEIS COMMENTS ON LYNNWOOD SITE FOR OMSF

June 20, 2014

By Mary A. Monaghan

The Lynnwood site for the OMSF is wrong for so many reasons and never should have been considered as an appropriate site. Some of my reasons are:

I86-1

1. The Lynnwood site is the most expensive for capital costs over life of project and it doesn't make sense to have to put half in Lynnwood and the other half in Bellevue.

I86-2

2. This site is directly across the street from an established neighborhood and Bellevue sites do not have this problem. We do not have to agree with everything the DEIS says. The Cedar Valley Community truly falls under Environmental Justice. We are a community of over 200 affordable homes. Many of the people in our neighborhood are unique, diverse, and vulnerable. Many do not speak English at all or very little.

I86-3

3. The Lynnwood site has the highest impact to the wetlands. These wetlands are a 4(F) – wildlife and parkland protected area by the Federal regulations.

I86-4

4. The property on the Lynnwood site is owned by the Edmonds School District. They are going forward with their plans of an Administration Building and bus barn facility. They are breaking ground next May, 2015. Sound Transit does not have the authority to take their property so they can only negotiate with them and Edmonds School District is not giving up their property. They have already spent 12-14 million dollars on their project of our tax payer money.

I86-5

5. The City of Lynnwood has spent millions of dollars at the tax payer's expense for plans on developing a City Center which is right down the street from the proposed OMSF site in Lynnwood. Something of this high industrial magnitude does not fit into city plans or belong in a residential neighborhood and small businesses. You can mitigate all you want but you can never get rid of the distasteful visual effects that a rail yard will have and 24-7 lights and noise it will create not to mention the harmful stress and noise of the construction that it will bring to this Cedar Valley neighborhood.

I86-6

6. One huge questionable impacts of the Build Alternative under Noise and Vibration is the fact that there are only two homes mentioned that would be affected and none after mitigation. This is highly unlikely since there is a neighborhood of houses directly across the street from the proposed OMSF site in Lynnwood.

I86-7

## Responses to Letter I86, Mary Monaghan

### Response to Comment I86-1

Opposition to the Lynnwood Alternative has been noted.

### Response to Comment I86-2

The operational costs of the Lynnwood Alternative would be higher than those of the other build alternatives because of higher annual operating costs for a separate storage track facility in Bellevue. Capital costs would be higher for the BNSF Modified Alternative and the SR 520 Alternative than they would be for the Lynnwood Alternative, as stated in Chapter 2, *Alternatives Considered* (Section 2.10), of the Final EIS.

### Response to Comment I86-3

The environmental justice discussion contained in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods* (Section 3.5.6), of the Final EIS acknowledges that the community surrounding the Lynnwood site has low-income and minority populations. The discussion in Appendix C, *Environmental Justice*, of the Final EIS states that impacts associated with the Lynnwood Alternative would be similar in intensity on all populations that would be affected by the alternative and would be mitigated such that the impacts would not be disproportionately high and adverse on minority and low-income populations.

### Response to Comment I86-4

As per 23 CFR 774.17 Section 4(f) protection does not apply to wetlands unless they are part of a designated wildlife or waterfowl refuge of national, State, or local significance. However, Scriber Creek Park does qualify for Section 4(f) protection as a publically owned park. The Section 4(f) analysis (Appendix D, *Section 4(f) and 6(f) Evaluation*, of the Final EIS) prepared in accordance with 23 CFR 774 concluded that no use of Scriber Creek Park would result because no land from the park would be permanently incorporated into the proposed project and no construction activities or equipment would occupy any portion of the park during any point of construction. For discussion of other impact considerations related to the park and wetlands, please see Chapter 3, Section 3.9, *Ecosystems*, Section 3.18, *Parklands and Open Space*, of the Final EIS and response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I86-5

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I86-6

An OMSF at the Lynnwood Alternative site would require Sound Transit to obtain a Conditional Use Permit from the City of Lynnwood. The Conditional Use Permit process would identify measures to address issues related to neighborhood compatibility. The proposed project would incorporate context-sensitive design considerations.



### **Response to Comment I86-7**

The noise analysis was performed using noise regulations and methods from FTA, along with measured noise levels from similar facilities. All impacts were identified, and mitigation was proposed where needed.

## **Letter I87, Eunice Nammacher**

**From:** Eunice Nammacher [eunicelydia@aol.com]  
**nt:** Tuesday, May 20, 2014 3:34 PM  
**.o:** OMSF  
**Subject:** Railcar Yard

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I forgot what you call this monstrosity( a shipping yard,) well it has no place in Bellevue. I realize that sound transit is expanding but that dose not mean that we have to suffer with a rail yard in our neighborhood. I live in Cherry Crest and have lived here since 1967. In that time we have put up with the changes to 520, the building of and changes in 405, and now the rebuilding of 520.

The area below is going to be rebuilt with CONDOS and RETAIL.We had anticipated an improvement to the area but that will not be the case with a railroad yard there also. The Lynnwood site seems more suitable near the freeway but they do not want it either. So, look for a site in an industrial area perhaps near Highway 99.

Between fighting against you and PSE with their high wires it really exhaust ones patients. Doesn't anyone care about people and neighborhoods and what we have to live with? I came to Bellevue because of the neighborhoods and quality of life and hopefully we can keep the quality as we move forward. Sound Transit Rail - YES, Railroad Yards - NO

Eunice H. Nammacher.

I87-1

## **Response to Letter I87, Eunice Nammacher**

### **Response to Comment I87-1**

Opposition to the build alternatives in Bellevue has been noted. None of the alternatives are located in the Cherry Crest neighborhood. Land use compatibility between the OMSF and surrounding uses has been addressed in Chapter 3, Section 3.3, *Land Use*, of the Final EIS.

## **Letter I88, Eunice Nammacher**

**From:** Eunice Nammacher [eunicelydia@aol.com]  
**nt:** Tuesday, June 10, 2014 8:55 PM  
**o:** OMSF  
**Subject:** 520 rail yard location

It is now time for sound transit to consider another site for the rail yard other than the 520 Plaza. This Plaza is home to many small businesses that enhance our neighborhood and many of us are involved with them. Also, as I live in Cherry Crest and have loved this neighborhood since 1967. We have been overwhelmed with construction of 405 and 520. I now can hear the traffic on both freeways and will be able to hear the noise from a rail yard. I totally believe this rail yard would be an ugly, noisy addition to our neighborhood thus lowering our property values. Please, please select another site. Eunice Nammacher

I88-1

Sent from my iPad

## Response to Letter I88, Eunice Nammacher

### Response to Comment I88-1

Opposition to the SR 520 Alternative has been noted. Please refer to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding consistency between the SR 520 Alternative and surrounding land uses. Also, impacts on surrounding uses related to aesthetics and noise have been addressed in Chapter 3, Sections 3.6, *Visual and Aesthetic Resources* (Section 3.6.4), and 3.8, *Noise and Vibration* (Section 3.8.4), of the Final EIS, respectively. With the exception of the temporary impacts that would occur during construction, the Final EIS concluded that implementation of the SR 520 Alternative would not result in a substantial change to the existing visual environment, and noise levels would not exceed the noise limits set by the City of Bellevue Noise Ordinance or exceed FTA noise impact criteria.

## Letter I89, Janet Nicholas



**From:** Janet Nicholas [janet.nicholas1@frontier.com]  
**Sent:** Friday, June 13, 2014 8:40 AM  
**to:** OMSF  
**Subject:** opposed to Bel Red site for light rail maintenance facility

Hello, I'm a resident of Cherry Crest near the elementary school. One of my favorite walks is from Cherry Crest through the businesses in the strip malls from BECU to the car dealers on my way to Fred Myers, Good Will, Safeway and other shopping areas. I understand some of these businesses will be destroyed for the maintenance facility. These business appear to be very well constructed design conscious successful businesses. I feel safe on my walks and have planned to continue into my old age. I'm 72 now and walking keeps me fit and in tune with this vibrant neighborhood. Please consider another location for the maintenance facility. Thank you. Sincerely, Janet Nicholas 425-885-7314.

I89-1

## Response to Letter I89, Janet Nicholas

### Response to Comment I89-1

Opposition to the SR 520 Alternative has been noted. Please see Appendix E.1, *Transportation Technical Report*, of the Final EIS regarding frontage improvements along public streets with implementation of the OMSF. As stated, Sound Transit would provide frontage improvements along public rights of way to meet City of Bellevue roadway design standards. Additionally, a construction transportation management plan including pedestrian control in the area would be implemented during construction of the OMSF per the City of Bellevue requirements. Please also see responses to Common Comments 8 and 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which address displacement of businesses and consistency with the City of Bellevue Comprehensive Plan, respectively.

## Letter I90, John Platt

**From:** John Platt [jplatt@speakeasy.net]  
**Sent:** Sunday, June 08, 2014 1:33 AM  
**To:** OMSF  
**Subject:** Against Alternative 4 for OMF facility

Please do not select Alternative 4 (SR520) for the light rail operations and maintenance facility. I live in the Cherry Crest neighborhood, uphill from there. Plaza 520 is the closest retail space to our neighborhood: we use it a lot, especially with bicycles. If you condemn Plaza 520, we will have to drive more and farther to get to things like Chinese food or banking. That goes against the whole purpose of setting up light rail.

I90-1

--- John Platt

## **Response to Letter I90, John Platt**

### **Response to Comment I90-1**

Opposition to the SR 520 Alternative due to displaced businesses has been noted. Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which address displacement of businesses.

## Letter I91, David Plummer

**From:** Plummer David F. [pdf3@comcast.net]  
**Sent:** Monday, May 26, 2014 4:11 PM  
**To:** OMSF  
**Subject:** Number of Employees for OMSF Alternatives

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi there!

Is there some place in the OMSF draft EIS where the expected number of employees (during the OMSF operating phase) for each alternative is defined? (I found tabulations of the number of **construction** employees, but could not locate comparable information for the **operation** phase for each OMSF alternative.)

I91-1

RSVP/thanks,

David Plummer

Bellevue, WA

## **Response to Letter I91, David Plummer**

### **Response to Comment I91-1**

The expected number of employees for each build alternative is listed in Chapter 2, *Alternatives Considered* (Table 2-6), of the Final EIS. As shown, the Lynnwood Alternative would require 258 employees (205 for the OMSF site and 53 for the BNSF Storage Tracks), and each of the build alternatives in Bellevue would require 230 employees.



## Letter I92, David Plummer

5 June 2014

# **Comments On the Draft EIS for Sound Transit's Proposed Light Rail Operation and Maintenance Satellite Facility**

- |  |                |
|--|----------------|
| <p><b>1. The <i>BNSF Alternative</i> appears to be the best choice among the four alternatives described in the DEIS for the proposed Light Rail operation and maintenance satellite facility (OMSF) for the following reasons:</b></p>  | <p>  I92-1</p> |
| <p><b>a. The life cycle costs for the BNSF alternative appear to be the lowest of the four alternatives considered;</b></p>  | <p>  I92-2</p> |
| <p><b>b. The BNSF alternative displaces the lowest number of existing land uses;</b></p>   | <p>  I92-3</p> |
| <p><b>c. Although this alternative would result in only approximately 4 acres of land available for redevelopment, this area is close to the proposed Spring District development; and the proposed facility would appear to be within walking distance of the proposed 120th-street East Link station, thus allowing OMSF employees easy access to the site from the station;</b></p>   | <p>  I92-4</p> |
| <p><b>d. Past and present Bellevue City Councils and staffs have made irrational, and unjustified decisions to rezone the Bel-Red area to enhance City tax revenue streams; in doing so, they chose to eliminate a broad, eclectic mix of employment and land-use opportunities for previous business and property owners, and adopted the most environmentally damaging land-use and zoning plans for the Bel-Red area. Thus, Bellevue City council and staff objections to OMSF location in this area should be accorded no credibility in choosing a preferred OMSF location;</b></p> | <p>  I92-5</p> |
| <p><b>e. Any location for the OMSF within the Bel-Red area will be a significant benefit to the City of Bellevue because it will provide a broad range of skilled employment opportunities within the area; approximately 230 jobs are estimated to be required. Moreover, any</b></p>   | <p>  I92-6</p> |

**negative impacts on property tax income to the City will have the beneficial effect of encouraging present and future Bellevue City councils to reduce their budgets, thus lowering the property taxes paid by present and future Bellevue citizens; and,**

I92-6  
cont'd

**f. Should the BNSF alternative not prove feasible, either the BNSF Modified alternative or the SR 520 alternative would be preferable over the Lynnwood alternative since both of these alternatives have lower life cycle costs than the Lynnwood alternative.**

I92-7

**2. The DEIS is deficient regarding the number of employees that are expected to be required for OMSF operation. This deficiency should be corrected by describing, for each alternative, the number and types of employees required on each shift that the OMSF operates.**

I92-8

**David F. Plummer**

**14414 NE 14th Place  
Bellevue, WA 98007-4001**

**Life Cycle Costs for Light Rail OMS,  
Millions of 2013 \$s**

<b>Alternative</b>	<b>Acquisition Cost</b>	<b>40-Yr O&amp;M Costs</b>	<b>Total</b>
<b>Lynnwood</b>	<b>\$352</b>	<b>\$2,640</b>	<b>\$2,992</b>
<b>BNSF</b>	<b>\$345</b>	<b>\$2,520</b>	<b>\$2,865</b>
<b>BNSF Mod.</b>	<b>\$415</b>	<b>\$2,520</b>	<b>\$2,935</b>
<b>SR 520</b>	<b>\$385</b>	<b>\$2,520</b>	<b>\$2,905</b>

## Responses to Letter I92, David Plummer

### Response to Comment I92-1

Support for the Preferred Alternative has been noted.

### Response to Comment I92-2

Support for the Preferred Alternative due to less cost compared to the other build alternatives has been noted.

### Response to Comment I92-3

Support for the Preferred Alternative due to fewer displaced businesses compared to the other alternatives has been noted.

### Response to Comment I92-4

Support for the Preferred Alternative due to easy employee access has been noted. Since the Draft EIS, the site design and layout of the Preferred Alternative have been refined to incorporate key concepts identified during the Urban Land Institute and stakeholder work, as well as ongoing coordination with the City of Bellevue. The facility footprint area was reduced by approximately 9% (from 23 to 21 acres), leaving 6 acres for redevelopment.

### Response to Comment I92-5

Comment noted.

### Response to Comment I92-6

Support for any of the build alternatives located in Bellevue due to beneficial economic effects has been noted.

### Response to Comment I92-7

Support for the BNSF Modified Alternative and SR 520 Alternative over the Lynnwood Alternative has been noted.

### Response to Comment I92-8

Please see Chapter 3, Section 3.1, *Transportation*, of the Final EIS, which provides the number of employees that would work at the OMSF, as well as an analysis of the OMSF's contribution to local traffic as a result. According to Section 3.1.5.6, there would be 205 employees at the Lynnwood Alternative site plus an additional 53 employees at the BNSF Storage Tracks. The Preferred Alternative, BNSF Modified, and SR 520 Alternative would each employ 230 employees. As described in Section 3.1.5.6, there would be three shifts per day.

## Letter I93, Mary Poole

**From:** Mary Lynne Poole [MLP@MLPconsulting.com]  
**ent:** Thursday, June 12, 2014 11:36 AM  
**o:** OMSF  
**Subject:** The 520 OMSF site

I oppose use of the corner of 130<sup>th</sup> and Northup for a train yard. That site is well used now for stores and small businesses. Heavy industry is not appropriate for the gateway to our Bridle Trails neighborhood.

I93-1

Mary Lynne Poole

Mary Lynne Poole  
3518 129<sup>th</sup> Ave. NE  
Bellevue, WA 98005

Phone (425) 861-4433

## **Response to Letter I93, Mary Poole**

### **Response to Comment I93-1**

Opposition to the SR 520 Alternative has been noted. Please see the responses to Common Comments 8, 10, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## Letter I94, Will Poole

**From:** Will Poole [willp@creativecap.vc]  
**ent:** Thursday, June 12, 2014 5:12 PM  
**o:** OMSF  
**Subject:** Opposition to proposed site in Bellevue

Dear Sir/madam:

I live in the Bridle Trails neighborhood of Bellevue and want to give input on the location of the operations and maintenance satellite facility. I think that having it located on the corner of 130<sup>th</sup> Avenue and Northup would be a **bad decision**. That location is full of retail stores and restaurants and having a maintenance facility would hurt the character of the neighborhood.

If you must choose Bellevue, someplace near Lowes which is more industrial would be more appropriate. I don't know about the location in Lynnwood.

Thanks for your consideration

Will Poole  
4050 134<sup>th</sup> Ave NE  
Bellevue, WA 98005

| **Will Poole**, Social Technologist  
| <http://www.creativecap.org>

I94-1

## **Response to Letter I94, Will Poole**

### **Response to Comment I94-1**

Opposition to the SR 520 Alternative has been noted. Please see the responses to Common Comments 8, 10, and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. The Preferred Alternative and the BNSF Modified Alternative are located west of the SR 520 Alternative, south of Lowe's.

## Letter I95, Jack Price

**From:** Price Jack [jack.e.price@comcast.net]  
**nt:** Friday, June 06, 2014 9:26 AM  
**io:** OMSF  
**Subject:** One of the Stupidest Ideas

To Whom It May Concern:

Placing a light rail heavy maintenance terminal in the area of the Plaza 520 is just plain stupid!! The surrounding area and Plaza 520 supports clean large and small business that supports the overall community .There is no understandable reason to take a well balanced community and add a heavy industrial site to it. Certainly, there is space available either on or around 124 Ave. or 120 Ave. I95-1

Please stop this action! Find a realistic site for this project! Please demonstrate Government thinks thing through and is intelligent!

Jack Price  
12942 NE 24th Street  
Bellevue, WA 98005

Cell: 425. 246-3775

## **Response to Letter I95, Jack Price**

### **Response to Comment I95-1**

Opposition to the SR 520 Alternative due to impacts on local businesses has been noted. Please see responses to Common Comments 8, 10, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Two alternatives along 120th Avenue NE were studied: the Preferred Alternative and the BNSF Modified Alternative, which are west of the SR 520 Alternative.

## Letter I96, Jane Ramsay

**From:** Jane Ramsay [jane.ramsay@gmail.com]  
**Int:** Sunday, June 08, 2014 8:36 AM  
**ro:** OMSF  
**Subject:** OMSF Bellevue Sites

>

> I attended the hearing on June 5. I agree with most who commented that NONE of the proposed sites in Bellevue are acceptable--one more time, NONE ARE ACCEPTABLE. The plans for the Spring District AND Bel-Red corridor were discussed for many years and did not include "snatching" land for the OMFS. Surely there is a better option, somewhere in a more rural or industrial setting at the end of the line. Already many residents will be affected by noise, lights, maybe even some pollution yet unknown, garbage along the tracks, environmental impact, etc. Time will tell. We have accepted the rail line, but to have an OMFS site located in a high density area where people live and work makes NO sense. To uproot established businesses, many small family-owned businesses, is extremely poor planning.

I96-1

>

> Further, the Bellevue Reporter this week announced a bit of a surprise for Surrey Downs residents - snatching more land to mitigate sound in addition to what already was taken. One can only ask, "What more does ST have up its sleeves for the people?"

>

> Jane Ramsay  
> 3012 124th Ave NE  
> Bellevue, WA 98005

>

>



## **Response to Letter I96, Jane Ramsay**

### **Response to Comment I96-1**

Opposition to the OMSF being located at any of the build alternative sites in Bellevue has been noted. Please see responses to Common Comments 11 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I97, Laurel Rand

Laurel Rand  
12705 NE 36<sup>th</sup> St.  
Bellevue, WA 98005

June 20, 2014

Sound Transit  
Attention: OMSF DEIS Comments  
401 South Jackson Street  
Seattle, WA 98104

To Whom It May Concern:

I am a homeowner in the Compton Green neighborhood of Bridle Trails and I am opposed to building the rail yard facility south of State Route 520.

197-1

Such a facility would have a permanent negative impact on the Bridle Trails community and future development of the area. Over one hundred small, local businesses would be displaced or shut down; these establishments have become an important part of the community, many having recently been remodeled and upgraded. These attractive businesses serve as an anchor for the health and vitality of the surrounding Bridle Trails communities.

197-2

With a huge cement maintenance facility, the entire area along Northup and 130th Ave. NE would continue to decline. The sincere hope was that the expansion of Sound Transit into the district would help to reinvigorate the area surrounding 130th Ave - one of the more unattractive areas in Bellevue. Recently two marijuana retail outlets have opened - certainly an indication of a lack of desirability for upscale commercial development. As Bellevue expands, this area could become a beautiful extension of the downtown area - rather than an ugly, depressed region, devoid of small businesses.

197-3

Bridle Trails has become a dumping ground for undesirable grand projects - most recently the Puget Sound Energy plan of placing high voltage power transmission lines through Bridle Trails communities as well as the Sound Transit Rail Yard facility. The homes, parks and neighborhoods will be negatively impacted by these large-scale projects. It's no wonder residents

197-4

feel assaulted and unprotected by the city government.

The best option for the rail yard project should be the cheapest choice, the Eastside Rail Corridor property along with the old International Paper building acquired by PSE last year. This location would impact the fewest properties and would be well positioned for the future 120th Avenue Light Rail station.

197-5

Thank you,

*Laurel Rand*

Laurel Rand

## **Responses to Letter I97, Laurel Rand**

### **Response to Comment I97-1**

Opposition to the SR 520 Alternative has been noted.

### **Response to Comment I97-2**

Opposition to the SR 520 Alternative due to impacts on the Bridle Trails area and local businesses has been noted. Please see responses to Common Comments 20 and 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I97-3**

Please see response to Comment L1-1.

### **Response to Comment I97-4**

None of the OMSF build alternatives are located in the Bridle Trails neighborhood. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I97-5**

Support for the Preferred Alternative and BNSF Modified Alternative has been noted.

## Letter I98, Laurel Rand

**From:** Laurel Rand [laurelrando@gmail.com]  
**Sent:** Tuesday, May 20, 2014 2:18 PM  
**To:** OMSF  
**Subject:** Objection to Rail Yard Facility Along 520 near Northup

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Sound Transit,

My family and I have been residents of the Bridle Trails region of Bellevue for the last 25 years. I am therefore very well aware of all of the sites that have been evaluated for a proposed OMSF as the light rail expands. Several were considered in Bellevue and another was reviewed in Lynwood.

I realize that there is a need for this facility; however, the Bellevue site along 520 near Northup and 130th Ave is completely inappropriate and unacceptable. The reasons for this are lengthy but fundamentally revolve around the specific nature of the closely adjoining neighborhood, the destruction of the "character" of this area which is integral to the future growth and planning for the City of Bellevue, the loss of multiple small businesses, and the probable loss of property values in this residential neighborhood.

I am certain that you will receive legions of these objections and I sincerely hope that as responsible public servants, you will do the right thing and place the rail yard in another location other than the one described above.

Sincerely,

Laurel Rand  
425.881.6995

I98-1

## **Response to Letter I98, Laurel Rand**

### **Response to Comment I98-1**

Opposition to the SR 520 Alternative due to impacts on the Bridle Trails area including loss of local businesses and reduced property values has been noted. Please see responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## Letter I99, Richard Rand

**From:** Richard Rand [drrandnwcaps@gmail.com]  
**nt:** Sunday, June 15, 2014 2:29 PM  
**Subject:** OMSF  
Rail yard location

The proposed location along Northup adjacent to 520 is so inappropriate for the multitude of reasons that have been stated. Any other location is fine.

Dr Rand

Sent from my iPhone

I99-1

## **Response to Letter I99, Richard Rand**

### **Response to Comment I99-1**

Opposition to the SR 520 Alternative has been noted. Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I100, Richard Rand

Richard Rand  
1135 116<sup>th</sup> Ave. NE  
Suite 630  
Bellevue, WA 98004

June 20, 2014

Sound Transit  
Attention: OMSF DEIS Comments  
401 South Jackson Street  
Seattle, WA 98004

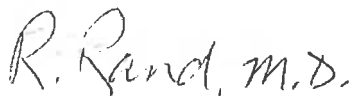
To Whom It May Concern:

It is critical that no rail yard be created south of State Route 520. Such a facility would result in the destruction of future growth of this area. Over one hundred businesses would be displaced or caused to close. Decreased property values in the surrounding residential neighborhoods would result.

Such a maintenance facility would have a permanent negative impact upon the entire Bridle Trails community and send the surrounding area into decline.

We ask that Sound Transit refuse to bow down to big business interests and developers. Less expensive and more logical site options for the facility are available. Please consider the impact upon residential communities and small businesses and either locate the rail yard in Lynwood or elsewhere in Bellevue (along the current rail tracks).

Thank you,



Richard Rand, M.D

I100-1

## **Response to Letter I100, Richard Rand**

### **Response to Comment I100-1**

Opposition to the SR 520 Alternative due to impacts on the Bridle Trails area including loss of local businesses and reduced property values has been noted. Please see responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. The Preferred Alternative and the BNSF Modified Alternative are both located along the Eastside Rail Corridor.

## **Letter I101, Richard Rand**

**From:** Richard Rand MD [drrandnwcaps@gmail.com]  
**Sent:** Friday, June 20, 2014 1:10 PM  
**To:** OMSF  
**Subject:** No rail yard along 520!!

It is critical that no rail yard be created along 520 because of the destruction of the future growth of this area, because over 100 businesses will be displaced or caused to close, because of decreased property values and because less expensive options are available. Please do not bow down to big business interests and either put it elsewhere in Bellevue along the current rail tracks or in Lynwood.

I101-1

Thank you,  
Dr Richard Rand



## **Response to Letter I101, Richard Rand**

### **Response to Comment I101-1**

Please see the response to Comment I100-1.

## **Letter I102, Robert Rapp**

**From:** Bob Rapp [bobrapp2@yahoo.com]  
**Sent:** Saturday, May 17, 2014 12:42 PM  
**To:** OMSF  
**Subject:** Comments on DEIS for OMSF

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Sir/Madam

The Lynnwood site is not the best place for the OMSF, and I think the Bellevue site called "BNSF Alternative" is the better location. | I102-1

- The Lynnwood site has higher capital and higher annual operating costs than the BNSF alternative. | I102-2
- I do not think the DEIS is correct when it says the Lynnwood site will have a noise impact on only two homes. There are many homes right across 52nd from the proposed site, and I think all of them will be affected by sound and light. | I102-3
- Building a 20' tall wall west of the site (along 52nd) to keep the OMSF and trains out of sight is not a good solution. Yes, the OMSF will be out of sight, but now the wall will be visible, and it is inevitable that the wall be tagged with graffiti. I don't want to see the OMSF and trains in Lynnwood, and I definitely do not want to look at a graffiti-covered wall. | I102-4
- The Edmonds School District plans to begin construction of a new middle school facility on the proposed site of the OMSF in 2015. This would preclude the site being used as the OMSF. | I102-5

For these reasons and others, I think the Lynnwood site should be removed from consideration as the place for the OMSF.

Thank you,  
 Robert Rapp  
 Lynnwood, WA

## Responses to Letter I102, Robert Rapp

### Response to Comment I102-1

Opposition to the Lynnwood Alternative has been noted.

### Response to Comment I102-2

Comment noted.

### Response to Comment I102-3

Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4.6), of the Final EIS includes an analysis of noise and vibration impacts related to the Lynnwood Alternative. Based on the detailed noise and vibration analysis that was conducted, it was noted that, per City's noise control ordinance, the 19 properties that are considered residential receptors (18 single-family homes and one community center) would experience some increase in noise levels. Only one residence would exceed the City code by 10 dB, and another residence would exceed the code by 9 dB; the remaining 16 homes would exceed the City code by 1 to 7 dB. In addition, the Grange Hall, which is a commercial use in a residential zone, will exceed the City code by 11 dB. With the proposed mitigation (i.e., automatic doors for the LRV wash system and a noise wall along 52nd Avenue W), there would be no residual noise impacts.

### Response to Comment I102-4

Concern regarding graffiti on the perimeter wall is noted. The perimeter wall would be coated with a WSDOT-approved pigmented sealer that makes it easier to clean the wall. The wall would be routinely cleaned and maintained to avoid long-term graffiti.

### Response to Comment I102-5

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I103, Sheila Reynolds**

**From:** Sheila Reynolds [sheilamoorereynolds@gmail.com]  
**ent:** Monday, June 23, 2014 5:28 AM  
**To:** OMSF  
**Subject:** OMSF DEIS Comments

OMSF@soundtransit.org

Sound Transit  
 Attention: OMSF DEIS Comments  
 401 South Jackson Street  
 Seattle, WA 98104

To the Sound Transit Board of Directors,

I have lived in the Cherry Crest neighborhood for over 16 years. I am a strong proponent of public transportation and currently commute to my office in the South Lake Union area using Metro. I have commuted by bus from Bellevue to Seattle for 8 out of the last 16 years. I support light rail and look forward to its expansion to the Bellevue and Redmond. I understand that this extension requires an operations and maintenance satellite facility (OMSF) near the tracks and that four alternatives have been proposed. While it seems obvious that such a facility needs to be near the tracks, the Board should also keep in mind that part of the overall development plan for Bellevue and Redmond along this corridor, and indeed part of the fundamental intent for light rail is to encourage the development of these neighborhoods, with shops, housing in various price ranges, etc. Building a large, noisy industrial site in the middle of an area that is in the midst of being revitalized to become an "urban village" risks destroying part of what the light rail extension is intended to encourage and create.

I103-1

From what I have read, the Lynnwood/BNSF option is not a viable option. The land is owned by the Edmonds School District and the owner is not interested in selling.

I103-2

The SR520 site is clearly the least desirable of all of the Bellevue sites. The location currently houses a number of businesses, has been recently improved in many ways and is at the heart of the envisioned "vibrant, walkable urban village" that the light rail vision was intended to create and encourage.

I103-3

Although I am a strong supporter of public transportation, I have not been impressed with the way that Sound Transit has moved this light rail project forward. While Bellevue worked with Sound Transit to come up with a workable plan for light rail, Sound Transit purposely withheld information about the requirements for a large maintenance and storage yard. Negotiating in bad faith like this has set a very bad precedent that people will not soon forget.

Sincerely,

Sheila M Reynolds, PhD

## **Responses to Letter I103, Sheila Reynolds**

### **Response to Comment I103-1**

Please see the responses to Common Comments 11 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I103-2**

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I103-3**

Opposition to the SR 520 Alternative compared to the three build alternatives in Bellevue has been noted.

## Letter I104, Helen Ross



**From:** ALAN ROSS [alsross@msn.com]  
**nt:** Tuesday, June 10, 2014 5:17 PM  
**o:** OMSF  
**Subject:** Plaza 520

Please don't displace 40 businesses to put a heavy rail maintenance site where Plaza 520 is now.

I104-1

Helen Ross

## **Response to Letter I104, Helen Ross**

### **Response to Comment I104-1**

Opposition to the SR 520 Alternative due to the loss of businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I105, Irina Rutherford**

**From:** phoenixdesign [phoenixdesignwa@gmail.com]  
**nt:** Sunday, May 18, 2014 5:15 PM  
**o:** OMSF  
**Subject:** I support alternative 1 in DEIS for the Link OMSF

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I support alternative 1 in DEIS for the Link OMSF

This facility is necessary for growth of light rail.

As a property owner in Lynnwood and working in Bellevue I fully support alternative 1

I105-1

my address is:

5502 220th St SW

Mountlake Terrace 98043

Warm regards and best wishes...

Irina Rutherford

cell: 206-422-3866

<http://www.seapd.com>

## **Response to Letter I105, Irina Rutherford**

### **Response to Comment I105-1**

Support for the Lynnwood Alternative has been noted.

## Letter I106, Derek Saun

**From:** Derek S [dereksaun@hotmail.com]  
**Content:** Tuesday, May 27, 2014 2:12 PM  
**To:** OMSF  
**Subject:** public comment

**Follow Up Flag** Follow up  
**Flag Status:** Flagged

Dear Sir or Madam,

I have no financial interest in this matter. I do not own property near any of the proposed sites.

I object to potential site #4 (SR-520) because it would be using public money to compete with businesses in the area. The proposed site is on prime real estate. This is, by far, the worst of the 4 proposals. | I106-1

I object to proposal 3 (BNSF Modified) because it is inferior to proposal 2 (BNSF). Proposal 3 would adversely affect buildings on 116th Ave and 120th Ave, while proposal 2 mostly affects only 120th Ave buildings so number of affected is cut in half. | I106-2

This leaves proposal 1 and 2 as the only reasonable proposals. I urge Sound Transit to consider whether separating storage tracks (in Bellevue) with a facility in Lynnwood is an efficient strategy. It appears to me that a consolidated facility in Bellevue as Proposal 2 is superior but I leave discretion to Sound Transit. | I106-3

Respectfully,  
Derek

## **Responses to Letter I106, Derek Saun**

### **Response to Comment I106-1**

Opposition to the SR 520 Alternative has been noted.

### **Response to Comment I106-2**

Opposition to the BNSF Modified Alternative due to fewer displaced businesses as compared to the Preferred Alternative has been noted.

### **Response to Comment I106-3**

Support for the Lynnwood Alternative and Preferred Alternative as opposed to the BNSF Modified Alternative and SR 520 Alternative has been noted. Support for the Preferred Alternative due to consolidated service has been noted. Please see Chapter 4, *Alternatives Analysis* (Section 4.1.1.2), regarding the advantages of the alternatives that are being considered.



## **Letter I107, John W. Shannon**

From: John Shannon [jaywes38@Verizon.net]  
 Sent: Monday, May 12, 2014 11:38 AM  
 To: OMSF

Follow Up Flag: Follow up  
 Flag Status: Flagged

*Dear People:*

*I am a professional Engineer. I designed electrical systems for three different Rail Maintenance facilities. Two in Chicago, one in Dallas. The Dallas design was a complete new facility for a new rail line. I also worked on the Union station electrical design for the Los Angeles subway and a bus maintenance Garage in San Francisco. I used to live in Seattle.*

*Why are you planning to build a single facility to handle all the rail-cars. Instead retain the existing facility and build one new one to handle the additional cars.*

I107-1

*While there are some disadvantages to operating two facilities, think of a major disaster wiping out the entire facility.*

*Think also the cost of shuttle cars to the ends of three different lines, Lynwood, Bellevue, and Federal Way. During the major commuter Rush Hours commuters will be mostly inbound from the end of the line to Seattle. This means dead-heading rail cars to the ends of the three major routes, Chicago CTA has a facility at Rosemount, (North of the City) one at Lakewood, one at near O'Hare airport. and one at 67<sup>th</sup> street, south of the city center.*

*All near the closer to the line ends then downtown. Dead-heading cars from Bellevue to Lynwood or Vice-versa, or Bellevue to SeaTac would require additional personnel in the early morning, as would their return in the evening.*

I107-2

*Sincerely Yours,*  
*John Wesley Shannon*  
 53 Windsor Way  
 Camp hill, Pa. 17011-1754  
 (717) 732-6289  
[JayWes38@Verizon.Net](mailto:JayWes38@Verizon.Net)

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## **Responses to Letter I107, John W. Shannon**

### **Response to Comment I107-1**

As described in Chapters 1, *Purpose and Need for the Project*, and 2, *Alternatives Considered*, of the Final EIS, the existing Forest Street OMF will be retained. The purpose of the proposed OMSF project is to provide additional capacity to enable Sound Transit to meet the maintenance and storage needs of the expanded fleet of LRVs identified in ST2. The OMSF will operate in concert with the Forest Street OMF.

### **Response to Comment I107-2**

As discussed in Chapter 3, Section 3.1, *Transportation* (Section 3.1.5.2), of the Final EIS, the LRVs would be deployed directly into service, and therefore, would not result in deadheading.

## Letter I108, Pat Sheffels

**From:** Pat Sheffels [sheffels@comcast.net]  
**ent:** Saturday, May 31, 2014 11:50 AM  
**ro:** OMSF  
**Cc:** Balducci, Claudia  
**Subject:** Maintenance Facility Siting

Dear Sound Transit:

I have read the synopsis of the DEIS for the transit maintenance facility. I was truly dismayed that Sound Transit would consider putting it in the nationally lauded Bel Red Corridor. I was on the Bel Red Steering Committee that worked on the plans for over two years. These plans have drawn nationwide attention and praise for the land use that will take us into the 22<sup>nd</sup> century.

The Bel Red corridor is some of the most valuable land in King County because it is in Bellevue, the economic driver for the Eastside. The corridor is designed as a "transit oriented development", not a transit parking lot for washing trains.

I108-1

It is difficult, if not impossible, to justify siting this facility in Bel Red because it is not the highest and best use of the land. We can no longer afford to be short sighted with our land use because land is finite, and Bellevue needs to grow with forethought, wisdom, and the will to vigorously resist totally unsuitable plans for our land.

Yours truly,

Pat Sheffels

18 year Planning Commissioner for Bellevue

## **Response to Letter I108, Pat Sheffels**

### **Response to Comment I108-1**

Opposition to the three build alternatives located in Bellevue due to potential conflicts with the Bel-Red Corridor has been noted. Please see the response to Common Comment 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I109, Uzma Siddiqi**

**From:** Ms. Uzma Siddiqi [uzma@mcsid.com]  
**nt:** Wednesday, May 14, 2014 10:05 PM  
**o:** OMSF  
**Subject:** Draft Environmental Impact Statement

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Comment:

I support the "BSNF Alternative" for the Sound Transit Link Light Rail Operations and Maintenance Satellite Facility.

The other alternatives should not be pursued--

SR 520 Alternative: This facility will negatively impact Goff Creek and will have significant wetlands, vegetation and wildlife impacts. Lynnwood Alternative: The off-site storage will lead to inefficient operation and will waste electricity and also has wetland impacts.

BNSF Modified Alternative: The most expensive option with significant wetlands, vegetation and wildlife impacts.

Thank you

Uzma Siddiqi  
2805 131<sup>st</sup> PI NE  
Bellevue, WA 98005

I109-1



## **Response to Letter I109, Uzma Siddiqi**

### **Response to Comment I109-1**

Support for the Preferred Alternative as compared to the other proposed alternatives has been noted.

## Letter I110, Elaine Smith

OMSF DEIS Comments  
 Sound Transit Union Station  
 (Central Puget Sound  
 Regional Transit Authority)  
 401 S. Jackson St.  
 Seattle, WA 98104-2876

Elaine Smith  
 5630-200th St, SW #B305  
 Lynnwood, WA  
 98036-6262

June 20, 2014

Dear Sound Transit Staff and Puget Sound Regional Council Members

Re: DEIS for OMSF, Potential  
Lynnwood

Greetings:

I am writing in serious opposition to the  
 option of the OMSF for the light rail system  
 being built in our already struggling Lynnwood  
 neighborhood around 5th Ave. W.

The streets across from and within all-too-  
 painful earshot of the Lynnwood OMSF  
 are inhabited by hard-working people, many  
 of whom must work 2 jobs to make  
 ends meet. In recent years this  
 proud neighborhood has suffered the same  
 blight as other nearby streets heading westward

Please do not think of supporting this "final  
 straw" which could well be the deciding  
 factor in the screechy, all-hours-of-the-  
 day and night, disrupting deterioration  
 of this already fragile Lynnwood neighborhood.  
 The clanging, hyper-industrialized ambience  
 and greases, oil, and grit pollutants from  
 the OMSF will be harmful to families  
 for blocks and blocks all around.

Please stand up for our Lynnwood families  
 and neighborhoods and lobby hard for the  
 OMSF to be sited in the entirely more  
 appropriate Bellevue locations. Thank you.  
 Sincerely,

Elaine Smith

I110-1

## **Response to Letter I110, Elaine Smith**

### **Response to Comment I110-1**

Opposition to the Lynnwood Alternative has been noted. Please see the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment I63-1 for information regarding management of hazardous materials.

## **Letter I111, Phyllis Smith**

**From:** Phyllis Smith [phyllis.smith9@icloud.com]  
**ent:** Saturday, June 21, 2014 2:55 PM  
**ro:** OMSF  
**Subject:** OMSF proposal for Lynnwood

To Whom It May Concern:

I am UTTERLY OPPOSED to the idea of locating the Operations and Maintenance Satellite Facility in Lynnwood. It makes no sense to locate it here, since it has already been determined that a train parking site needs to be located on the east side, i.e. Bellevue. Combine the storage site with the maintenance site there. From what I have learned about the Bellevue options, they do not impact residential neighborhoods as the Lynnwood option would, with noise, vibrations, traffic, etc.

I111-1

As a longtime Lynnwood resident, voter, and taxpayer, I also support the Edmonds School District plans for their District Support Center. Your proposal is in direct conflict with the will of voters in this regard.

I am sure many others are more eloquent in their opposition and arguments against locating this facility in Lynnwood. Please add my voice to theirs, and PLEASE ELIMINATE THE LYNNWOOD OPTION FROM YOUR PLANS.

Sincerely,

Phyllis K. Smith  
707 Maple Road  
Lynnwood, WA. 98037

Sent from my iPad

## Response to Letter I111, Phyllis Smith

### Response to Comment I111-1

Opposition to the Lynnwood Alternative due to noise and traffic impacts on surrounding land uses and conflicts with the Edmonds School District has been noted. Please see the response to Common Comments 9 and 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

Chapter 3, Section 3.1, *Transportation* (Section 3.1.5.6), of the Final EIS states that, when compared to daily and peak-hour traffic estimates for existing uses at the Lynnwood Alternative site, the Lynnwood Alternative would result in a decrease in daily and peak-hour traffic on surrounding City of Lynnwood roadways.

## Letter I112, Priti Soni



**From:** Priti Soni [soni.priti@gmail.com]  
**ent:** Monday, June 02, 2014 8:04 AM  
**o:** OMSF  
**Subject:** Hi

May 2014

RE: OMSF DEIS Comments

Dear Sound Transit Capital Committee and staff:

My name is Priti and I am connected with Plaza 520, a fully-leased business park in Bellevue that is home to MOSAIC Children's Therapy Clinic and is under consideration by Sound Transit as "Alternative 4" in its Eastside Operations & Maintenance Satellite Facility (OMSF) Draft Environmental Impact Statement (DEIS) process.

As a supporter of MOSAIC I strongly oppose selection of this site, as it would force MOSAIC, a vital provider of specialty pediatric therapy and behavioral health services to move from its current location. This location was designed to create a warm nurturing environment for our communities special needs children. MOSAIC services thousands of children in need. At a time when the incidence of developmental delays in our country has risen to 1 in 6 children and autism diagnosis are seen in 1 in 68 children we cannot afford to lose this provider in this location.

In addition, MOSAIC is a rare private provider that accepts Medicaid clients. The significant potential cost of relocating will take away valuable resources from MOSAIC that would otherwise be spent on helping to create a difference in the lives of our communities children and their families.

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development.

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be devastating for MOSAIC and many families in our community.

Thank you for considering my comments.

Sincerely,  
Priti soni

I112-1

## **Response to Letter I112, Priti Soni**

### **Response to Comment I112-1**

Opposition to the SR 520 Alternative and support for the Preferred Alternative and BNSF Modified Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I113, Rene Spatz**

**From:** Spatz, Rene (HAL) [RSpatz@HollandAmerica.com]  
**ent:** Monday, June 09, 2014 9:19 AM  
**o:** OMSF  
**Subject:** Plaza 520 Property Site

To whom it may concern,  
I ask that you reconsider choosing the Plaza 520 Property Site as a possible Sound Transit Light Rail Heavy Industrial Maintenance Base.

Choosing this site would involve displacing 40 small businesses in the area. Other alternative sites would have less impact i.e the Spring Project Site.

Thank you for allowing me to express my thoughts

I113-1

**René H Spatz**  
Manager, Sales Promotion  
Holland America Line  
206.626-7520  
[rspatz@hollandamerica.com](mailto:rspatz@hollandamerica.com)

## **Response to Letter I113, Rene Spatz**

### **Response to Comment I113-1**

Opposition to the SR 520 Alternative due to displaced businesses and general support for the Preferred Alternative and BNSF Modified Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I114, Janelle Steinberg**

**From:** Janelle Steinberg [janelle.steinberg@cobaltmortgage.com]  
**Sent:** Wednesday, June 18, 2014 8:12 AM  
**To:** OMSF  
**Subject:** Bridle Trails

We have been a resident for 28 years in Bridle Trails. We moved here because it was a) close to Seattle but not in Seattle , b) is a quiet and peaceful area to live in. As you know the past 28 years have seen significant changes, new businesses and development. The very last thing I would want to see is a RAIL YARD in our neighborhood. This will impact us in a negative way on every level and as a long standing tax payer in Bellevue we oppose. This is a neighborhood where people live and work, not an industrial storage facility.

I114-1

My vote is NO. NO. And NO.

Janelle Steinberg  
425-890-8026

## **Response to Letter I114, Janelle Steinberg**

### **Response to Comment I114-1**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## **Letter I115, Patti Straumann**

**From:** Patti Straumann [pattistraumann@mac.com]  
**nt:** Friday, June 13, 2014 6:43 AM  
**o:** OMSF  
**Subject:** Rail yard

To whom it may concern,

I am seriously concerned and frightening by the idea of putting a heavy duty 25 acre rail yard in the Bridle Rails area. I do not see how this area can possibly accommodate such an endeavor, it seems like madness to even consider it. The impact to local businesses, home values and quality of daily life in this area would be extremely negative. An alternative completely outside of this area must be considered. | I115-1

Thank you.

Patti Straumann  
3106 130th pl ne  
Bellevue wa 98005  
425 658 7853

Sent from my iPhone

## **Response to Letter I115, Patti Straumann**

### **Response to Comment I115-1**

Opposition to the SR 520 Alternative due to potential impacts on the Bridle Trails neighborhood has been noted. Please see the responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I116, Penny and Rob Sullivan**

**From:** Pendleton [pensul220@gmail.com]  
**ent:** Sunday, June 22, 2014 11:41 PM  
**o:** OMSF  
**Cc:** pensul220@gmail.com  
**Subject:** Opposition to use of the Plaza 520 Property

My husband and I strongly oppose the use of the Plaza 520 property as a site for the Sound Transit light rail maintenance yard! We live in the Bridle Trails community and our home literally next to the proposed Plaza 520 site. Bridle Trails is completely unique, not only to the Eastside but to all of the Greater Seattle Area. As a former realtor, I had out of area buyers who were awestruck by the fact that you could be IN the metropolitan area and IN the country at the same time with space and barns and pastures and horses and riding trails. *Please explain to us how it could ever be a good plan to include putting a light rail maintenance facility right next to such a unique and special place?* Don't allow the beauty of our area and our small businesses to be destroyed by a poorly conceived plan. We voted to supported light rail but ABSOLUTELY NO TO USING THE PLAZA 520 property! Lynnwood has commercially zoned, undeveloped land. By far the best choice.

I116-1

Penny and Rob Sullivan  
2429 134th Ave. N.W.  
Bellevue, WA 98005

## **Response to Letter I116, Penny and Rob Sullivan**

### **Response to Comment I116-1**

Opposition to SR 520 Alternative and support for the Lynnwood Alternative has been noted. Please see the responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I117, Richard Szeliski**

**From:** Rick Szeliski [szeliski@microsoft.com]  
**Int:** Wednesday, June 11, 2014 10:28 PM  
**o:** OMSF  
**Subject:** Rail yard adjacent to SR 520

Dear Sound Transit Board Members and Staff,

As a long-time resident of the Bridal Trails neighborhood, I STRONGLY oppose the potential siting of a rail maintenance facility adjacent to 520 near 130<sup>th</sup> Ave NE. | I117-1

Our house is already subject to highway noises, and adding a rail maintenance facility would further increase our noise levels. | I117-2

More importantly, the existing small businesses, banks, restaurants, and non-profits provide valuable local community services that could not be replaced if this area is re-developed for heavy industrial use. | I117-3

Such a facility would also disrupt the homogeneous small business / shopping nature of the whole Northup strip from 124<sup>th</sup> Ave NE through 156<sup>th</sup> Ave. NE.

We are already anticipating a large change in neighborhood traffic and population density due to the new light rail routing, and the influx of more residential units requires the maintenance of the existing small commercial enterprises in the existing area being considered under Alternative 4.

The obvious site for the maintenance facility, if it is sited in Bellevue instead of Lynwood, is on/near the existing BNSF rail corridor, which already contains heavy industrial use (bottling plant, warehouses) as opposed to the small commercial retail businesses that would be displaced by Alternative 4. | I117-4

It's not even clear to me why Alternative 4 is being considered, when alternatives 2 and 3 are clearly superior. Is it because some developer speculatively bought the adjacent Spring District real estate, was able to get it re-zoned to residential, and is now worried about noise impact?

If so, this smacks of the same slimy politics that seems to be pervasive at the municipal level, where developers buy real estate zoned in one category, manage to get re-zoning passed in their favor, and then reap windfall profits.

In addition to all of these arguments, I firmly support all of the other arguments that have been advanced against Alternative 4, including:

. Selection of this alternative would cause irreparable harm and the shuttering of more than 40 small businesses and non-profits. Adding a 25-acre heavy industrial use to this vibrant mixed-use neighborhood would be a detriment for all who live, work, shop and enjoy this area. | I117-5

. Protecting Goff Creek, a fish-bearing stream that currently daylights through our property, should be a priority. Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use. | I117-6

. The heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan. Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This area is currently zoned for general commercial and does not allow for industrial or big-box uses. | I117-7

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small businesses and the surrounding neighborhood.



I would also appreciate an explanation of any potential benefits to Alternative 4, which I could not find anywhere on your Web site, | 1117-8

Thank you for considering my comments.

Richard Szeliski  
2602 131<sup>st</sup> Pl. NE  
Bellevue, WA 98005

## Responses to Letter I117, Richard Szeliski

### Response to Comment I117-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I117-2

Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I117-3

Potential impacts on the surrounding neighborhoods due to the displacement of businesses from the SR 520 Alternative have been addressed in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS. As described in Section 3.5.4.4 (page 3.5-11), the surrounding neighborhoods do not depend on these businesses for employment or community identity.

### Response to Comment I117-4

Support for the Preferred Alternative and BNSF Modified Alternative as opposed to the SR 520 Alternative has been noted. Please refer to Chapter 2, *Alternatives Considered* (Section 2.3), of the Final EIS, which describes the identification and evaluation process for choosing feasible OMSF sites.

### Response to Comment I117-5

Please see the responses to Common Comments 8 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment I117-3.

### Response to Comment I117-6

Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I117-7

Please see the response to Common Comment 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I117-8

Chapter 4, *Alternatives Analysis*, and Table S-1 in the Summary of the Final EIS compare the build alternatives and identify areas where the SR 520 Alternative would have more or less impacts than the other alternatives studied.

## Letter I118, Carl Tacker

**From:** Carl Tacker [CTacker@MAYESTESTING.com]  
**ent:** Wednesday, June 18, 2014 5:56 PM  
**o:** OMSF  
**Subject:** OMSF Project

Dear Sound Transit,

As an employee of a business that would be displaced by the OMSF Project, I would like to voice my opposition to the Facility. Following are the key reasons that Lynnwood is not the best option for the OMSF Project.	I118-1
. Lynnwood is the most expensive option with the highest annual operating costs.	I118-2
. Edmonds School District will not sell the property required, essentially killing the project before it starts.	I118-3
. The Lynnwood site is located directly adjacent to a long established residential area. The Bellevue sites are not.	I118-4
. The Lynnwood site is located directly adjacent to a park and will be built on a portion of the adjacent wetland. Both play an integral part in the residential and business community. The Bellevue site is in an industrial area and would not damage the existing environment.	I118-5
. One of the Businesses houses the State DHS Offices. They, along with other businesses employ hundreds of people and serve the needy in our community.	I118-6

In conclusion, I request that the Lynnwood location be eliminated the OMSF plans.

Respectfully,  
 Carl Tacker

## **Responses to Letter I118, Carl Tacker**

### **Response to Comment I118-1**

Opposition to the Lynnwood Alternative due to displacement of local businesses has been noted.

### **Response to Comment I118-2**

Opposition to Lynnwood Alternative due to higher costs has been noted.

### **Response to Comment I118-3**

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I118-4**

Please see the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I118-5**

Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Impacts on the Scriber Creek Park are presented in Chapter 3, Section 3.18, *Parklands and Open Space* (Section 3.18.4.6), of the Final EIS. That section states that construction of the Lynnwood Alternative would not inhibit normal use of Scriber Creek Park. Additionally, no portion of the OMSF would occupy Scriber Creek Park, and there would be no operational noise impacts.

### **Response to Comment I118-6**

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I119, Michael Tan

**From:** Michael Tan (IEB STUDIOS) [michtan@microsoft.com]  
**Sent:** Wednesday, June 18, 2014 12:43 AM  
**To:** OMSF  
**Subject:** Cherry Crest Resident Opposing Rail Yard in Bel-Red Corridor

Michael Tan  
3057 125<sup>th</sup> Ave NE  
Bellevue, WA 98005

Hello,

I am a resident at the address listed above. I purchased my home for my wife and our two girls in 2012. We moved here from Seattle and chose Bellevue, particularly the neighborhood of Cherry Crest, because I wanted my family to live in a quiet suburb. Although our neighborhood is close to office complexes and retail stores, they are aligned with the character of our neighborhood. I am categorically opposed to establishing a rail yard in the Bel-Red corridor. I do not believe that aligns to the vision of our community. I believe this is value destructive to residential, retail, and other commercial properties in the area.

There are other locations you are considering. I would highly encourage you to explore those locations, possibly the one in Lynwood, as homes for this project. I respect and understand the need you have, I simply am against having it be in my 'backyard'.

Respectfully,

Michael Tan

I119-1

## **Response to Letter I119, Michael Tan**

### **Response to Comment I119-1**

Opposition to the alternatives in Bellevue due to conflicts with the existing neighborhood character of the Cherry Crest Neighborhood has been noted. Please see the response to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## Letter I120, Jaime Teevan

**From:** Jaime Teevan [teevan@microsoft.com]  
**Sent:** Thursday, June 19, 2014 4:29 PM  
**To:** OMSF  
**Subject:** Against Alternative #4 (SR520) for a Link Operations & Maintenance Satellite Facility

I live and work in Bellevue, and am writing to share my opposition to the placement of a Link Operations & Maintenance Satellite Facility in the Bellevue area, and in particular in the proposed Alternative #4 (SR520).

My family lives in North Bellevue in the Bridle Trails neighborhood, and the SR520 site is the closest urban area to our house. We regularly walk with our four children to the SR520 site to enjoy lunch, grab a snack, visit various businesses, or take my oldest son to tutoring. As the area continues to grow, I imagine we will make this walk even more often – and I would be very sad if the shops that we currently enjoy were replaced instead with storage facilities. A rail yard is not a nice first thing for anyone in the family-dense Bridle Trails and Cherry Crest neighborhoods to encounter when walking to the Overlake area, and it stands in direct opposition to making that neighborhood more pedestrian friendly.

Summary: Please do NOT place a Link Operations & Maintenance Satellite Facility in Bellevue at Alternative #4 (SR520)

I120-1

Thank you for your consideration as you move forward with the project. We are very happy to see light rail come to the Eastside, and look forward to being frequent riders. ☺

Sincerely,  
Jaime Teevan

## **Response to Letter I120, Jaime Teevan**

### **Response to Comment I120-1**

Opposition to the SR 520 Alternative has been noted. Please see responses to Common Comments 8, 10, and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I121, Emily Turner

**From:** Emily Turner [write.emily.turner@gmail.com]  
**ent:** Monday, June 02, 2014 1:47 PM  
**ro:** OMSF  
**Subject:** Alternative 1

Hello,

I am writing in opposition to the proposed Lynnwood site for the operations and maintenance facility. Here are my reasons: | I121-1

1. My husband and I recently purchased a home directly across the street from the proposed site. I am concerned that if this facility is located so close to our home it will lower the value of our home as well as the quality of our lives there. | I121-2

2. Part of this property is owned by the Edmonds school district which has been planning to build a bus barn and district administration building. | I121-3

3. It would decimate the wetlands. | I121-4

4. It would be more expensive than the other single site options. Employees would be needed for the maintenance facility in Lynnwood, and the track storage facility in Bellevue. | I121-5

Emily Turner

## **Responses to Letter I121, Emily Turner**

### **Response to Comment I121-1**

Opposition to the Lynnwood Alternative has been noted.

### **Response to Comment I121-2**

Please see the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I121-3**

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I121-4**

Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I121-5**

The Final EIS acknowledges the higher operational costs of the Lynnwood Alternative as compared to the other build alternatives due to the increased annual operating costs from the need for the BNSF Storage Tracks component of the alternative, which would be located in Bellevue.

## Letter I122, Russell Underhill

**From:** Russellunderhill [Russellunderhill@yahoo.com]  
**Sent:** Monday, June 23, 2014 5:57 PM  
**To:** OMSF  
**Subject:** Rail yard 520

From what I and other people I know have gathered neither the people of Bellevue need not want sound transits forced rail system. Perhaps the right people have been paid off to say what they will. Another project of manipulation to line the the pockets of a select few under the guise of "need and or wanted"

I122-1

Russell Underhill



## **Response to Letter I122, Russell Underhill**


### **Response to Comment I122-1**

Opposition to the Sound Transit rail system in Bellevue has been noted.

## Letter I123, John Utz

**From:** RTA Main Mailbox [main@soundtransit.org]  
**Sent:** Tuesday, June 10, 2014 2:47 PM  
**To:** OMSF  
**Subject:** FW: I wish to express my support for the 520 rail location

**Jon Highland** | Customer Service Supervisor  
Union Station | 401 S Jackson Street | Seattle, WA 98104  
[jon.highland@soundtransit.org](mailto:jon.highland@soundtransit.org) | [www.soundtransit.org](http://www.soundtransit.org)

 Please don't print this e-mail unless you really need to. Reduce, Reuse, Recycle.

**From:** John Utz [<mailto:john.of.utz@gmail.com>]  
**Sent:** Tuesday, June 10, 2014 10:34  
**To:** RTA Main Mailbox  
**Subject:** I wish to express my support for the 520 rail location

Hi

That seems like the best place to put it. It seems like the plans call for a small and tight railyard and it's a good spot.

It will suck for the folks that get eminent domained out, but they all go to work on roads that exist because other people got eminent domained out of the right of way of all kinds of roads, so i feel like they are applying a double standard.

I123-1

## **Response to Letter I123, John Utz**

### **Response to Comment I123-1**

Support for the SR 520 Alternative has been noted.

## Letter I124, Linda Visser

**From:** Linda and Roger Visser [rlvisser@comcast.net]  
**Sent:** Tuesday, June 17, 2014 11:09 PM  
**To:** OMSF  
**Subject:** Opposition to Railway Yard on 130th and Northup St. in Bellevue

Dear Sound Transit,

I live in the Bridle Trails neighborhood across 520 HWY from the proposed railway yard on 130<sup>th</sup> and Northup. I opposes the placement of an Operations and Maintenance Satellite Facility in the Bel-Red Corridor at the bottom of 130th and Northup at Plaza 520, where BECU is located and extending east on Northup.

This rail yard would displace 40 businesses, affect the Goff Creek that runs through the property and cause much noise in a residential neighborhood. This is incompatible with the flavor of our local neighborhood.

I vote for the site in Lynnwood or the other 2 sites south of Lowes

Thank you,  
Linda Visser  
13210 NE 24<sup>th</sup> St.  
Bellevue, WA 98005

I124-1

## Response to Letter I124, Linda Visser

### Response to Comment I124-1

Opposition to the SR 520 Alternative due to the displacement of businesses, impacts on Goff Creek, and potential noise impacts has been noted. Please see the responses to Common Comments 8, 10, 20, and 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

The SR 520 Alternative would occupy approximately 25 acres that are zoned BR-GC and currently developed with commercial and office uses. The proposed project is not consistent with land use or zoning designations but is conditionally allowed on land zoned BR-GC, subject to Sound Transit obtaining a Conditional Use Permit or a land use code amendment. Views from the Bridle Trails neighborhood north of the site are blocked by existing vegetation and landforms. Landscaping, which would screen the perimeter and enhance the visual quality of the project, would be required per Bellevue City Code and the Bel-Red Subarea Plan (City of Bellevue 2009).

## Letter I125, Carol Walker



**From:** Carol Walker [carol@househunting.com]  
**Sent:** Monday, June 23, 2014 10:06 PM  
**To:** OMSF  
**Subject:** Sound Transit operations and maintenance facility site

Do not site the Sound Transit operations and maintenance facility at Plaza 520. This area serves local people and supports local businesses. Our wonderful Bridle Trails neighborhoods, comprised of thousands of single family homes, condos and apartments, plus many small businesses, would be profoundly negatively impacted by this type of facility. There are better choices and Sound Transit should choose one of them.

I125-1

Carol Walker  
Bridle Trails resident and local business woman



**Carol Walker**

Your Real Estate Resource

John L. Scott Real Estate

206-914-6190 cell

866-343-4100 fax

[carol@househunting.com](mailto:carol@househunting.com)

## **Response to Letter I125, Carol Walker**

### **Response to Comment I125-1**

Opposition to the SR 520 Alternative due to the potential impacts on the local homes and businesses of the Bridle Trails neighborhood has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I126, James Walsh

**From:** James Walsh  
**Sent:** Thursday, June 19, 2014 4:16 PM  
**To:** \*Email All Boardmembers  
**Subject:** OMSF Proposed Locations

Hello all,

Regarding the matter of selecting the location to build Sound Transit's Operations and Maintenance Satellite Facility (OMSF), I again please urge you to not choose the Lynnwood location. The environmental impact would be significantly negative, destroying 11-12 acres of vegetation and wildlife as well as 2 acres of preserved wetlands. This is not right. The attachment to this email helps show the importance of protecting our environment, an issue we tell our children to take seriously, an issue we need to take seriously.

I126-1

With Highest Regards

James R. Walsh, attorney at law and concerned citizen



I want to be able to tell my daughters that when **you** are asked to account for your actions that **you** held up their right and everyone's right, to a legally protected environment and the Lynnwood/Cedar Valley neighborhood.

-James R. Walsh  
6/19/2014

NATIVE GROWTH PROTECTION AREA

THIS WETLAND, AND UPLAND  
BUFFER ARE PROTECTED TO  
PROVIDE WILDLIFE HABITAT  
AND MAINTAIN WATER QUALITY.  
PLEASE DO NOT DISTURB THIS  
VALUABLE RESOURCE.





## Response to Letter I126, James Walsh

### Response to Comment I126-1

Opposition to the Lynnwood Alternative due to its impacts on vegetation, wildlife, and wetlands has been noted. Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS identifies impacts on vegetation and wildlife. The Lynnwood Alternative would permanently remove approximately 12 acres of vegetation, of which 2.4 acres would be forested wetland habitat.

## **Letter I127, Pamela and Scott Watson, Joyce and Jim Ganley**

**From:** Pamela A. Watson [mrssquitter@hotmail.com]  
**Sent:** Monday, June 23, 2014 8:30 PM  
**To:** OMSF  
**Subject:** Potential Maintenance Facility on NE 20th (Northup Way) in Bellevue

We are writing to object to this proposed facility for the following reasons:

1) There are several business that will be adversely affected by having to relocate - these business provide needed services and job in our local economy. | I127-1

2) This proposed site is flanked to the north and south by long standing established single family residences. |  
These residences already suffer from noise pollution caused by nearby businesses, especially at night. The sound of cars being off-loaded to the car dealerships is especially annoying - the addition of a light rail maintenance facility can do nothing but add more noise, affecting our quality of life and diminishing our property values. | I127-2

Pamela and Scott Watson  
13038 NE 10th St.  
Bellevue, Wa. 98005

Joyce and Jim Ganley  
13037 NE 10th St.  
Bellevue, Wa. 98005



## **Responses to Letter I127, Pamela and Scott Watson, Joyce and Jim Ganley**

### **Response to Comment I127-1**

Opposition to the SR 520 Alternative due to the displacement of businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I127-2**

Potential noise, including nighttime noise, from implementation of the SR 520 Alternative has been evaluated in the Final EIS. Please refer to Chapter 3, Section 3.8, *Noise and Vibration* (Section 3.8.4.5), of the Final EIS, which concludes that no adverse impacts on noise would occur based on FTA and City of Bellevue noise criteria. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I128, Mark Whitaker**

**From:** Mark C. Whitaker [kd7kun@yahoo.com]  
**Sent:** Saturday, May 24, 2014 8:12 AM  
**Subject:** OMSF  
Operations & Maintenance Satellite Facility

**Follow Up Flag** Follow up  
**Flag Status:** Flagged

I have been reviewing the documentation provided on the Sound Transit site concerning the need for the OMSF; unfortunately, I will be unable to attend a public hearing but I did want to share my opinion on the location of this facility.

In the long run, I am sure that it will be necessary to have several OMSF's as the system increases in size (and I hope that it will rapidly be increasing in size to help provide alternative transportation sooner rather than later). My first inclination is to go with the cheapest way possible; which, if I am reading the materials right, would be the Bellevue BNSF location. This location would provide a facility that would be preferable to keep the rail system running on the Eastside should the I-90 corridor be closed for some reason and could be used for further expansion of the East Link rail lines.

I128-1

To date I have not seen what further expansion plans there are for light rail, beyond extending into Redmond; it the long term goal is to extend service northward on the Eastside then the BNSF rail bed could be used for this purpose.

However, I do caveat that, I would fervently hope that use of the BNSF rail bed would be a combined use light rail and bicycle route. Being a bicyclist, I do desire to see more infrastructure in place for safe bicycling (unfortunately, in this area, it would seem that sharing the road with bicyclists is a foreign concept for many automobile drivers). The BNSF combined use has the added benefit that for bicyclists the rail bed is relatively flat all the way and makes it easier for the recreational rider to use.

I128-2

Thank you for taking my opinion into consideration concerning the OMSF.

Sincerely,

Mark C. Whitaker  
14537 NE 40th St #H201  
Bellevue, WA 98007  
425-881-6260

## **Responses to Letter I128, Mark Whitaker**

### **Response to Comment I128-1**

Support for the Preferred Alternative due to lowest cost and operational benefits has been noted.

### **Response to Comment I128-2**

Please see the response to Common Comment 28 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## Letter I129, Roger White

**From:** Roger White [Roger@lexingtonpacific.com]  
**Sent:** Monday, June 23, 2014 4:02 PM  
**To:** OMSF  
**Subject:** Hillside 116, LLC Response to OMSF Site Alternatives  
**Attachments:** Sound Transit OMSF Commentary - June 23, 2014.pdf

Please send confirmation of receipt. Thank you.



LEXINGTON PACIFIC

**Roger White**

(206) 999-5656 cell • (425) 451-1010 fax  
roger@lexingtonpacific.com  
PO Box 40207, Bellevue, Washington 98015



June 23, 2014

Sound Transit  
401 South Jackson Street  
Seattle, WA 98104

**RE: Comments about proposed alternatives for the location of Sound Transit Link Operations and Maintenance Satellite Facility (OMSF)**

Dear Sound Transit Representatives:

I am writing on behalf of my family regarding the proposed alternative sites for the OMSF.

For decades our family has believed that Bellevue is the best place to invest our money, and within Bellevue, that the Bel Red Corridor has offered the best value. As a result, we have sold property in other states and markets and invested the majority of our savings over the last 14 years in the Corridor. We bought in this area not for what it is, but for what it will be.

Hillside 116, LLC is a family owned entity with 2 acres adjacent to Children's Hospital in Bellevue. The land is located within the radius zoned for the highest density development in the Corridor. This site is proposed to be the part of the OMSF in one alternative, and proposed to be adjacent to the facility in another alternative. Either alternative will have a dramatic negative effect on our land value as it will either be taken before we can develop it to its maximum potential, or, become undesirable due to the OMSF. Had Sound Transit disclosed their intentions years ago, we would not be inclined to buy in that area.

I129-1

We are not alone. All of the neighboring properties will suffer a permanent loss of value as will the City of Bellevue as a whole. Children's Hospital built their Eastside medical center on land adjoining two of ST's proposed alternatives. It was chosen for its future ability to serve the growing needs of the community. The loss of land, 24-hour noise, and an incompatible adjacent use will probably change their plans for expanding at that location. A noisy 24-hour rail car maintenance yard is not compatible with healing and the treatment of serious illnesses. The TOD currently under construction by Wright Runstad and proposed on the Burnstead's property will be negatively impacted along with every other property in the area. Can an office, apartment, condominium, or retail and restaurant district with a "24-hour maintenance facility view" get a rental rate that will compete with a "territorial view" of a new city and street life? No. The OMSF will create a loss in long term value and added costs in the short term to compensate for its new neighbor. The International Fibers property purchased by Sound Transit as a "defensive purchase" (a combative term) is zoned for high density office, retail, and residential use which will bring retail, B&O, and property taxes to the City. A long term loss directly attributable to the OMSF if it is built on any of the Bellevue alternatives.

I129-2

The developers, investors, Children's Hospital, and the City are fully vested in the future of the Bel Red Corridor. None of their plans are "proposed". They have already spent and invested their money to build this new transit oriented community, and they continue expanding based on the results of years of study and planning that relied on the City planners and the past representations made by Sound Transit. Sound Transit's proposed alternatives in Bellevue are a direct contradiction of their position until now.

The reason we all face this problem today is that Sound Transit, unlike the affected entities mentioned above, failed to plan. Now, with a reckless disregard of everyone's time, money, and interest, they are proposing that others sacrifice their investments and long term plans to compensate for ST's lack of diligence. If there were a "Mass Transit 101" it would indicate that an entity such as ST would first, identify all necessary components required for a fully operational light rail system or segment, second, secure those locations in advance, third, get approval and consent for the placement of those facilities, and last, obtain financing sufficient to complete a fully operational system.

The privilege of eminent domain must be exercised with care and responsibility. Those in the position of deciding which properties to condemn should look at each case as if it were their own property, their long term investment of time and money, and their loss. Failure to take such care and responsibility should come at the cumulative cost of the monetary damage, direct and indirect, tangible and intangible.

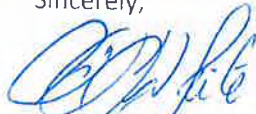
The OMSF does not belong anywhere in Bellevue. It should first go where it is most needed, in the North End, at a responsibly selected site between Lynnwood and Everett. When demand warrants an Eastside location, it should go in Marymoor Business Park, where it wouldn't cause the damage it would cause in Bellevue. By now, Sound Transit should know where it will need additional maintenance facilities and designate them long in advance, before planners, investors, developers, and sensitive land users such as Children's Hospital spend years of time, millions of dollars studying, and hundreds millions of dollars of investment to develop communities that would be sacrificed because of Sound Transit's lack of foresight.

I129-3

I have attached a recent article from the Puget Sound Business Journal that starts with "At Sound Transit, they're dreaming big..." Everyone has big dreams at some point in their lives. To achieve them we must be smart about carrying them out by planning ahead to avoid failure. We don't have the luxury of eminent domain to cover our mistakes and pass the cost on to others who have been diligent.

We are requesting that all three Bellevue alternatives be dropped and, if necessary, that Sound Transit go back to the "drawing board" to come up with a responsible proposal.

Sincerely,



Roger White



From the Puget Sound Business Journal

:<http://www.bizjournals.com/seattle/blog/2014/06/next-for-sound-transit-light-rail-to-ballard.html>

Jun 16, 2014, 2:23pm PDT

## Next for Sound Transit: Light rail to Ballard, Issaquah, Everett?



[Marc Stiles](#)

Staff Writer- *Puget Sound Business Journal*

[Email](#) | [Twitter](#)

At **Sound Transit**, they're dreaming big, and leaders of the agency want denizens of the metropolitan Puget Sound region to dream along with them.

On Friday, the Sound Transit board called for more public input on the future of mass transit. The call came as the agency published a draft assessment on the environmental impacts of a long-range expansion plan.

The plan contains a dizzying array of alternatives. Among them are building light rail from Tacoma to Federal Way, from Renton to Lynnwood via Interstate 405, and from Bellevue to Issaquah by way of I-90. Other possibilities are light-rail extensions from downtown Seattle to Ballard and from Ballard to the **University of Washington**, with portions of these projects running in tunnels.

Sound Transit also could extend commuter rail service — Sounder trains — from DuPont to Lakewood, or from Renton to Woodinville. Another option is expanding express bus service on corridors throughout the region.

Nothing is imminent, except more early-stage planning. And voters would have to OK further expansions of the system. Sound Transit's long-range plan will serve as the blueprint for future regional mass transit measures that could go to the voters after 2023, when more than 30 miles of voter-approved light rail expansions are completed.

Last fall, after Sound Transit kicked off the planning process, more than 12,000 formal comments were received. These comments helped shape the draft environmental assessment. Now the transit agency is preparing the final environmental assessment that is to be done by the end of this year.

This work comes as King County Metro plans to reduce bus service due to a \$1.2 billion shortfall in sales tax revenue. Metro cut more than 100 staff positions, raised fares and took other steps to save or raise about \$800 million, but now says it has few other options except to reduce service.

Sound Transit also trimmed back its expansion plans several years ago. It's continuing long-range planning because regional officials estimate the greater Seattle area will grow by roughly 1.5 million people by 2040.

Based on the outcome of the planning process, the Sound Transit board will decide whether and when to ask voters to fund further expansions of the high-capacity transit system.

The public can view the current [environmental assessment](#) and comment on it by email or in person during one of six upcoming hearings. The hearings, which begin July 8, will be held in Everett, Federal Way, Redmond, Seattle and Tacoma.

Marc Stiles covers commercial real estate and government for the Puget Sound Business Journal.

## Responses to Letter I129, Roger White

### Response to Comment I129-1

Comment has been noted. Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, in the Final EIS states that the project must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 Code of Federal Regulations [CFR] 24, as amended). The act and its amendments provide guidance on how federal financial assistance for a project compensates for impacts on property owners or tenants who need to relocate because of being displaced by the proposed project. Sound Transit has also adopted the *Real Property Acquisition and Relocation Policy, Procedures, and Guidelines* to guide the agency's compliance with Chapter 8.26 of the Revised Code of Washington (RCW) and Chapter 468-100 of the Washington Administrative Code (WAC). All property acquisitions would be consistent with these policies to ensure that property owners would be treated uniformly and equitably. Please also see response to Comment 010-9, which responds to the comment on surrounding property values.

### Response to Comment I129-2

Please see response to Comment I129-1, above, and the response to Comment 010-9, which responds to the comment on surrounding property values. Please also see the responses to Common Comments 12, 17, 22, 23, and 25 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Regarding potential noise impacts, Chapter 3, Section 3.8, *Noise and Vibration*, of the Final EIS states that no FTA operational noise impacts would occur under the build alternatives located in Bellevue under FTA or City of Bellevue criteria. A noise impact at the existing Metro Bus Maintenance base was identified, located directly east of the Preferred Alternative site that can be mitigated with a sound wall. Sound Transit acquired the former International Paper Facility parcel as a protective acquisition. As described in Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations* (Section 3.2.3), of the Final EIS, protective acquisitions do not limit the evaluation of alternatives required by the National Environmental Policy Act (NEPA) process.

### Response to Comment I129-3

General support for the Lynnwood Alternative and opposition to all build alternatives in Bellevue has been noted. Please see the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I130, Linda Willemarck**

**From:** Linda At Sea [lindaatsea@yahoo.com]  
**ant:** Thursday, June 12, 2014 8:36 PM  
**o:** OMSF  
**Subject:** OMSF Lynnwood

Board Members:

The Lynnwood Mayor and City Council voted unanimously to leave C1 and C2 alone - they didn't just vote on choosing C3, they created the C3 alternative. The Council members stated before their vote that they wanted C1 and C2 "off the table"!

I130-1

It was just in November of last year that the you, the Sound Transit Board, voted, also unanimously, to go with the C3 alternative. You saw then the importance of preserving these Type 2 high quality Wetlands, Scriber Creek, and Scriber Creek Park. Nothing has changed.

Let me remind you of Resolution No. 2012-07:

*The City Council of the City of Lynnwood does hereby resolve and request the Sound Transit Board to remove from its potential site and evaluations list the Lynnwood 52nd Avenue West/Cedar Valley Road site for a South Transit Operations and Maintenance Satellite Facility and that such site not be included in environmental analysis, due to its many significant and unresolvable and irreparable impacts upon the City of Lynnwood, its residents and businesses and upon the Edmonds School District.*

*Resolved by the City Council of the City of Lynnwood, Washington, this 22nd day of October, 2012.*

*Signed by Don Gough, Mayor and Lorenzo Hines Jr., Finance Director*

though Sound Transit representatives talk about wanting to save money, they are spending time and money analyzing the exact same piece of land that was looked at less than a year ago. Whether a light rail or rail yard, the impact is too great!

I130-2

The Scriber Creek Park and Wetlands Group is still actively involved in our community, and even more committed to preserving this land. We may have a new Mayor and a few new City Council members, but I believe they are equally committed to our quality of life in Lynnwood and would agree with their predecessors.

Linda Willemarck

## **Responses to Letter I130, Linda Willemarck**

### **Response to Comment I130-1**

Comment has been noted. Please see the response to Common Comment 2 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment I130-2**

Comment has been noted. Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Letter I131, Patrick Wilson and Kim Hyo**

**From:** Patrick [hooked2@gci.net]  
**Content:** Thursday, June 05, 2014 10:29 PM  
**Location:** OMSF  
**Subject:** OMSF Lynnwood/Bellevue

Hello,

My wife and I select the option # 1 (Lynwood/Bellevue storage) as a first priority and option #4 (Bellevue: Sr-520) as a second priority.

We have homes at: 7 Lake Bellevue Drive, #111 and #205, Bellevue, WA 98005

Patrick Wilson and Hyo Kim

I131-1



## **Response to Letter I131, Patrick Wilson and Kim Hyo**

### **Response to Comment I131-1**

Support for the Lynnwood Alternative as a first choice and the SR 520 Alternative as a second choice has been noted.

## Letter I132, Form Email

**From:** Andrea Duffield [aduffield@mosaicrehab.com]  
**ent:** Friday, May 30, 2014 5:13 PM  
**o:** OMSF  
**Subject:** RE: OMSF DEIS - No on SR 520 Alternative

Dear Sound Transit Capital Committee and staff:

I am a concerned neighbor that is affected by the potential siting of the Sound Transit OMSF in the SR 520 alternative, otherwise known as Alternative 4.

As a concerned neighbor, I strongly oppose selection of this site, as it would ruin the existing and future community vision for dense, vibrant and urban mixed use neighborhoods for all of us who live, work, shop and enjoy this area. I132-1

In addition, we believe protecting Goff Creek, a fish-bearing stream that currently daylights through our property, should be a priority. Siting a 25-acre heavy industrial use atop this environmentally sensitive creek is clearly not a compatible use. I132-2

We also believe the heavy industrial use of the OMSF is not consistent with the City of Bellevue's comprehensive plan. Siting the OMSF at the Plaza 520 site adds an industrial facility to an area identified for increased employment and commercial uses. This site is currently zoned for general commercial and does not allow for industrial or big-box uses. I132-3

Finally, the SR 520 Alternative is also within a stone's throw from one of Bellevue's oldest neighborhoods - Bridle Trails - and we understand there is strong concern about the impacts of heavy industrial use on this community of more than 5,000 homes. I132-4

The two BNSF Alternatives advanced by Sound Transit are far better suited for this OMSF. Sound Transit already owns much of site, it is zoned industrial, and there is great opportunity to "overbuild" the site and create a transit-oriented development that builds off the nearby Spring District development. I132-5

Please do not site the proposed OMSF in the SR 520 Alternative. The results would be a disaster for our small businesses and the surrounding neighborhood. I132-6

Thank you for considering my comments.

Andrea Duffield  
[aduffield@mosaicrehab.com](mailto:aduffield@mosaicrehab.com)  
Bellevue, W 98005

## Response to Letter I132, Form Email

Please note that all commenters that sent this form email as their comments on the Draft EIS are listed in Table I-1.

### Response to Comment I132-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I132-2

Comment noted. Analysis of the impacts on Goff Creek is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS. Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I132-3

Please see the response to Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I132-4

Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment I132-5

Support for the Preferred Alternative and BNSF Modified Alternative over the SR 520 Alternative has been noted.

### Response to Comment I132-6

Opposition to the SR 520 Alternative due to effects on the surrounding neighborhood and businesses has been noted. Impacts on neighborhoods are addressed in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods* (Section 3.5.4), of the Final EIS.

## **Public Hearing Comments**

### **Letter PH1, Bellevue Public Hearing Transcript**

June 5, 2014

Page 1

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SOUND TRANSIT  
REGIONAL TRANSIT AUTHORITY

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Operations and Maintenance Satellite Facility  
Draft Environmental Impact Statement  
Public Hearing - Bellevue

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Taken at 625 - 116th Avenue  
Bellevue, Washington

DATE: Thursday June 5, 2014

REPORTED BY: Kristin M. Vickery, CCR, CLR 3125

1 BELLEVUE, WASHINGTON; THURSDAY, JUNE 5, 2014

2 5:30 P.M.

3 --oOo--

4

5 MODERATOR: Hello, everyone. We're going to get  
6 started. Come on in. Good evening. My name is Jeanne  
7 Acutanza. And I'm your public hearing facilitator, your  
8 moderator tonight.

9 If you'd like to provide verbal testimony or  
10 comment, there's a sheet in the back. And we'd like you to  
11 sign up so that we can get through this in a real orderly  
12 fashion. So there's a sign up in the back of the room.  
13 Please feel free to sign up.

14 First, I wanted to thank our public officials,  
15 elected officials that are here tonight. We have -- we have  
16 Mayor Fred Butler from the city of Issaquah. He's also on  
17 the Sound Transit board.

18 So just a little bit about the purpose of this  
19 hearing -- I'm going to close this door -- purpose of the  
20 public hearing tonight, this environmental impact statement  
21 hearing is being held to comply with the National  
22 Environmental Policy Act and the State Environmental Policy  
23 Act of 1971.

24 And we welcome your public comments to the public  
25 comment period. It ends June 23. So we want you to get

1 your comments in by that time. Your comments help inform us  
2 about the adequacy of the document as well as -- as well as  
3 the accuracy of the analysis. Your comments become part of  
4 the official record. And all of the comments will be  
5 addressed in the Final Environmental Impact Statement.

6 Tonight is an opportunity for us to gather public  
7 comments on the Operations and Maintenance Satellite  
8 Facility Environmental Impact Statement, the draft. We're  
9 here to listen to your comments. If you have questions or  
10 want to speak to someone directly, we will -- we have the  
11 open house next door, and we have a lot of staff ready to  
12 take your questions or answer your questions.

13 Your comments tonight should really be focused on  
14 the adequacy of the Draft Environmental Impact Statement,  
15 the merits of the alternatives discussed in the Draft EIS,  
16 and provide information on the potential impacts of the  
17 proposed project.

18 So in order to accommodate everyone tonight, our  
19 testimony is going to be limited to three minutes. And I  
20 have Jenny here. We're going to use a timer. And the way  
21 the timer works is when the green light starts, you can  
22 start your testimony. At -- when you have about a minute  
23 left, it will start flashing. When you have about  
24 30 seconds left, it will -- the yellow light will come on.  
25 And when the red light comes, we'd like you to wrap up.



1 That's the signal that your time is up.

2 The way we're going to run this will -- I'm going  
3 to call three names in the order we have people have signed  
4 up. Please come to the microphone and speak into the  
5 microphone. We're going to answer questions -- receive your  
6 testimony in order, so the first name should -- I call  
7 should call line up at the microphone, but the second two  
8 names should be ready to testify.

9 We have a court reporter here tonight to ensure  
10 the accuracy and -- of your comments. So when you're at the  
11 microphone, please speak slowly and clearly. When you're at  
12 the microphone, please give your name, spell your last name,  
13 and then let us know of any organizations that you're  
14 representing tonight.

15 If you don't want to speak or you don't -- if  
16 three minutes is too brief of a time or you have more  
17 comments, there's an opportunity to provide comments in a  
18 written way. This is the community guide. It provides  
19 space for comments on the back. We're receiving comments in  
20 the room next door, and we'll be receiving those comments  
21 through June 23. And then -- but I want to make sure that  
22 everyone understands, if you do give verbal testimony it is  
23 as important as that written testimony.

24 Again -- I just want to go over this again -- if  
25 you would like to speak, you might want to sign up in the

1 back of the room. But there are comments received in  
2 several ways.

3 First, the verbal testimony at the microphone.

4 At the end of the public hearing, our court  
5 reporter will be here till 7:30, and if you'd like to give  
6 your testimony directly to her, that's just fine until 7:30.

7 You can fill out a form tonight and mail it in or  
8 e-mail it. Or you may provide comments consistent with  
9 the -- consistent with the directions in the community  
10 guide. That's it.

11 I'm going to open it up to our panel tonight and  
12 introduce you to Kent Hale -- he's the senior environmental  
13 planner for the Operations Maintenance Satellite Facility  
14 project -- and then Mayor Fred Butler from City of Issaquah  
15 who's also Sound Transit board.

16 I'm going to let Fred Butler call us to order and  
17 then we'll start taking testimony.

18 MR. BUTLER: Well, we'll go ahead and get started.  
19 Can everyone hear me okay?

20 Okay. Wonderful. Thank you.

21 And I want to thank everyone for coming on such a  
22 beautiful day like this and to take time out to share your  
23 thoughts with Sound Transit.

24 A couple words about the explanation or purpose of  
25 what we are doing this evening.

1           So Sound Transit has prepared the Draft  
2   Environmental Impact Statement to identify and describe  
3   potential environmental impacts associated with alternatives  
4   related to the Operations Maintenance Satellite Facility  
5   which I will affectionately call the OMSF so I don't have to  
6   waste a lot of time with all of those words.

7           The EIS is first distributed as a draft document  
8   so that the public, tribes, and agencies may review the  
9   document prior to the preparation of the Final Environmental  
10   Impact Statement.

11          The OMSF project proposes to construct and operate  
12   a facility to meet the needs of the expanded fleet of light  
13   rail vehicles identified in the Sound Transit 2 plan which  
14   was approved by the voters in 2008.

15          The OMSF would be used to store, maintain, and  
16   dispatch light rail vehicles for daily service by providing  
17   vehicle storage, light maintenance, cleaning, and staff  
18   administration facilities.

19          Four alternative sites for the proposed project  
20   are evaluated in the Draft EIS, one in Lynnwood and three in  
21   Bellevue.

22          We will now take testimony from members of the  
23   audience in the order which they signed up to speak. And  
24   I'll ask Jeanne, who you heard from previously, to call the  
25   first three speakers.

1                   MODERATOR: So first three names I have are Jorge  
2                   Gonzalez, Eric Hanson and Tiffiny Brown.

3                   So, Jorge, could you step up to the mic? Speak  
4                   clearly. Give us the spelling of your last name and  
5                   organization you represent.

6                   MR. GONZALEZ: My name is Jorge Gonzalez;  
7                   J-O-R-G-E, G-O-N-Z-A-L-E-Z.

8                   Good evening, Mayor Butler, members of the staff,  
9                   council members. Thank you for this opportunity to address  
10                  you tonight on the subject of the operations management base  
11                  site.

12                  We're deeply concerned about the possibility that  
13                  this very large maintenance facility will be located on part  
14                  of our property. I'm grateful for the opportunity to  
15                  address you directly.

16                  My name is Jorge Gonzalez, and I'm here tonight  
17                  for speaking for Barrier Motors, a long-time Bellevue  
18                  business and one we hope we can continue to expand and grow  
19                  here serving our customers throughout the east side and the  
20                  region. Our address 1533-120th Avenue Northeast.

21                  We were shocked to learn that Sound Transit was  
22                  considering taking a portion of our property and up to  
23                  25 acres of land in Bel-Red for a maintenance facility.  
24                  That just don't make any sense to us. We've been part of  
25                  Bel-Red planning process, and we strongly support the plan

PH1-1

1 the City has for the Bel-Red corridor. And we have our own  
2 plans for the property that fits within city zoning, and we  
3 believe will be a productive use of the land.

4 The land that we would lose, should Sound Transit  
5 decide to build a maintenance facility in the former  
6 International Paper Property, would greatly affect our  
7 ability to operate our business. The property in question  
8 supports all of our four dealerships, and it is here where  
9 we receive, repair, and store vehicles for sale. This, too,  
10 serves as employee parking. Without it, we would have the  
11 impossible task to find another suitable place where to  
12 store 350 vehicles.

13 Without this property, we would not be able to  
14 allow transports to load and unload vehicles in a safe place  
15 within our property, and they would have to go back on the  
16 street. On a given week, we may have up to 50 transport  
17 trucks loading and unloading vehicles. We want to be good  
18 neighbors and good citizens of Bellevue and the region, but  
19 it is really hard when plans change and we have -- when we  
20 expect one thing but, all of a sudden, a big piece of the  
21 land gets changed into something else.

22 The decision will have a major negative impact on  
23 the way we are able to run our business and serve our  
24 clients. I'm here tonight to urge you to put the  
25 maintenance facility in another location.

PH1-1  
cont'd

1                   Thank you for listening to me. We will continue  
2                   to stay involved and hope your decision is not to place the  
3                   base at the former International Paper facility. Thank you  
4                   and good evening.

5                   MR. BUTLER: Thank you for sharing your thoughts  
6                   with us.

7                   MODERATOR: Next up we have Eric Hanson. After  
8                   that, Tiffiny Brown and then Matt Terry.

9                   Eric Hanson? Going once. Okay.

10                  If he's here later, we'll come back to him.

11                  Tiffiny Brown?

12                  MS. BROWN: Good evening. I'm Tiffiny Brown with  
13                  Pine Forest; T-I-F-F-I-N-Y --

14                  AUDIENCE MEMBER: Can't hear you down here,  
15                  Tiffiny.

16                  MS. BROWN: Can you hear me now?

17                  -- T-I-F-F-I-N-Y, B-R-O-W-N.

18                  Thank you very much for giving us this opportunity  
19                  to speak to you tonight, Mr. Mayor and staff.

20                  I wish I had something a little bit more formal,  
21                  and I wish I was more comfortable doing this, but I'm not so  
22                  here we go.

23                  We, Pine Forest, have property in the nearby  
24                  vicinity to the OSMF [sic] facility. And although we are  
25                  not impacted directly or physically by this facility, we are

1 definitely impacted by the rest of the rail stations and the  
2 railway coming into the neighborhood. We are directly  
3 across the street from the Spring District Station.

4 And we have worked very hard with the City of  
5 Bellevue and the upzoning of this neighborhood to support  
6 transit-oriented development. And to us and to the  
7 community and to those that we have worked with,  
8 transportation-oriented development means being able to live  
9 and walk and be within a pedestrian environment of -- of the  
10 new facilities that are going to be there.

11 So when you look at something like 25 acres just  
12 being wiped out in that general vicinity, it makes me  
13 wonder, it makes everybody wonder, is anybody really looking  
14 at the future? Is anybody considering what's going to  
15 happen, long term?

16 And I -- I am on the other side of this puzzle  
17 when it comes to Sound Transit coming in and having to take  
18 property from us, so I know that this is not an easy  
19 decision to make or an easy process to do on your behalf.  
20 And I feel for those that are here that are actually being  
21 physically impacted by other alternatives. And I know that  
22 that's -- you know, it doesn't matter what I say here today,  
23 that doesn't make it easy. But no matter what, we all have  
24 to consider the future and where this is going and why it's  
25 being put where it is.

1           And I think that if staff were to actually do that  
2       and look at it long-term range, you would notice that if you  
3       had compared every single one of these sites side by side,  
4       the only thing that changes is the economic impact of the  
5       BNSF sites and what happens to the future and the potential  
6       planning, the potential density that could go in and support  
7       the Spring District Station, that this is not the site for  
8       the OSMF [sic] facility with those things considered.

9           I just hope that staff doesn't continue to pursue  
10      an easy option just because it's the easiest today, when  
11      it's the -- it's the hardest to digest for long term.

12           So thank you very much. I appreciate it.

13           MR. BUTLER: Ms. Brown, thank you very, very much  
14      for coming this evening.

15           MODERATOR: Next we have Matt Terry. And after  
16      that, Jeff Myrter and Rob Aigner.

17           MR. TERRY: Good afternoon, Mayor Butler, members  
18      of the Sound Transit staff.

19           My name is Matt Terry; M-A-T-T, T-E-R-R-Y. And I  
20      would like to speak this afternoon about the option of  
21      placing a maintenance facility on the BNSF site.

22           The perspective I've offer -- I offer tonight is  
23      informed by the lead role that I played in the Bel-Red  
24      planning process several years ago. There are a number of  
25      reasons why the BNSF site should not be used for Sound



1 Transit's maintenance facility. And I want to focus on two  
2 of those.

3 First, the location of the maintenance facility  
4 immediately adjacent to one of the redevelopment nodes and,  
5 I would note, a light rail station in the Bel-Red corridor  
6 is antithetical to the idea of generating ridership on the  
7 light rail system from uses like high-density housing and  
8 employment. One of the central ideas of the Bel-Red plan  
9 was to encourage land uses that would benefit from and  
10 support light rail.

11 The location of a maintenance facility in this  
12 location, where the City is encouraging high-density housing  
13 and employment, subverts the plan and may fundamentally  
14 compromise the viability of the plan itself. The City  
15 studies of potential redevelopment in the Bel-Red area found  
16 that there was strong demand for office and housing  
17 development in the Bel-Red area.

18 But for that to happen, the light industrial  
19 character of the Bel-Red area would have to change. Major  
20 new investment by the City and access improvements in parks  
21 will be needed. And developers with a longtime horizon,  
22 access to capital, and a high tolerance for risk will be  
23 needed to marshal the private investment that will be  
24 necessary to create the new office and residential uses.

25 The wholesale change in land use contemplated by

PH1-3

1 the plan is ambitious and extremely delicate. This  
2 transformation will take time, many years, and lots of  
3 attention by the City and others to be successful.

4 What is not needed is a new industrial use, like a  
5 maintenance facility, located adjacent to highest -- to a  
6 high-density node. That use will introduce a dark cloud  
7 which could compromise the market viability of redevelopment  
8 and, in that way, jeopardize billions of dollars of private  
9 investment.

10 I urge you to consider alternative sites for the  
11 maintenance facility. To not do so risks fundamentally  
12 compromising the plan that will lead to the redevelopment  
13 that both the City and Sound Transit wants to see happen.

14 Thank you for allowing me to speak tonight.

15 MR. BUTLER: Thank you, Mr. Terry, for speaking  
16 this evening.

17 MODERATOR: So we have Jeff Myrter, Rob Aigner,  
18 and I'll go back to Eric Hanson, if you're around.

19 MR. MYRTER: Hello. I'm Jeff Myrter, M-Y-R-T-E-R.

20 Good Evening, Mayor Butler and staff.

21 My name is Jeff Myrter. I'm the general manager  
22 and director of property management for Wright Runstad and  
23 Company. I'm here tonight specifically representing our  
24 Spring District development project.

25 Now, Wright Runstad will provide formal comments

PH1-4

1 to the DEIS in the coming weeks, but I wanted to offer some  
2 of our concerns to you tonight.

3 Wright Runstad is committed to transit-oriented  
4 design, and nowhere more so than at the Spring District, our  
5 36-acre development in the Bel-Red corridor.

6 Since we purchased the property in 2007, we have  
7 worked very closely with both the City of Bellevue and Sound  
8 Transit to support their adopted land use and transportation  
9 visions and policies that are intended to maximize ridership  
10 by bringing people and jobs in close proximity to where this  
11 region is investing billions of dollars in public transit  
12 infrastructure. To say the least, removing the 25 acres of  
13 high-density, mixed-used, and residential transit-oriented  
14 development that is planned for the BNSF site contradicts  
15 these visions and policies.

16 It may not look like it today, but long -- not  
17 long from now, because of those policies, the densities of  
18 jobs and people within a quarter mile of the 120th Station  
19 will exceed that of Capital Hill and South Lake Union in  
20 Seattle. Would it make sense to place a 25-acre maintenance  
21 facility in the middle of Capital Hill?

22 We urge Sound Transit to go beyond the  
23 prescriptive analysis mandated in the EIS process and  
24 consider the future of our region by applying its own TOD  
25 policies and the City of Bellevue's TOD zoning for the

PH1-5

1 Bel-Red corridor when making this decision. Under  
2 conservative estimates, the BNSF site alone represents the  
3 capacity for 6500 jobs and 1600 housing units within walking  
4 distance of the 120th Street Station. That loss in  
5 potential riders is substantial but also represents the loss  
6 to the City of Bellevue of over \$50 million in impact and  
7 zoning fees and the long-term loss of property and B&O tax  
8 revenues that far exceeds the loss of any of the other sites  
9 in consideration.

10 Please take the time to do this right and consider  
11 the region's expectations for investing so much of our  
12 scarce public money in light rail transit infrastructure.  
13 None of the other sites have the potential to deliver on the  
14 regional promise of connecting density with transit  
15 investment like the BNSF site does.

16 Our company's investing over \$2 billion in a  
17 first-class, nationally recognized TOD development over the  
18 next 20 years. And we're doing so based on that regional  
19 promise. These things work when public and private partners  
20 cooperate for common vision. Please don't undermine that  
21 cooperation by placing the OMSF at the BNSF site.

22 Thank you very much.

23 MR. BUTLER: Thank you.

24 MODERATOR: The next is Rob Aigner. After him,  
25 Eric Hanson and Jeanne Muir.

1 MR. AIGNER: Hi. My name is Rob Aigner,  
2 A-I-G-N-E-R. I'm senior vice president and regional manger  
3 from Harsch Investment Properties.

4 We own the 11-acre, 40-tenant site known as Plaza  
5 520, which is under consideration under -- for a -- the OMSF  
6 facility in alternative for -- otherwise known as SR520. I'm  
7 going to give you a little different spin than what you  
8 might expect from a business person. I want to give you a  
9 sense of who we are as Plaza 520.

10 We are Plaza 520. We're the face of small, local  
11 business in the Bel-Red corridor. We operate our businesses  
12 every single day. We pay taxes. We are existing  
13 contributors to the local economy. We're proud to be doing  
14 business in the Bel-Red neighborhood. It is where we have  
15 planted our roots. We have taken on tremendous risk and  
16 sacrifice to be here. We've invested our money and our  
17 lives into this location and into our businesses for the  
18 benefit of our customers who value our services. We are  
19 here. We are now. We are thriving.

20 We are Plaza 520. We are a diverse group of 40  
21 independent business owners. We are women-owned businesses.  
22 We are both nonprofit and for-profit businesses. We're the  
23 fibers in the -- within the weave of the economic fabric  
24 that every city desires to have. We are risk-takers. We  
25 are community supporters. We are families. We are

1 neighborhood.

2 We are Plaza 520. We're Persepolis Specialties.  
3 We're a family-owned business running a restaurant and  
4 bakery. We awake every morning at 4:00 a.m. to prepare  
5 fresh baked goods from scratch. We offer our customers  
6 delicious Persian, Greek, and Mediterranean foods and thick  
7 Turkish coffee.

8 We are Plaza 520. We are Bellevue LifeSpring. We  
9 help at-risk youth achieve their dreams through a variety of  
10 programs. We help young people develop self-confidence and  
11 positive attitude. We meet the needs of children enrolled  
12 in Bellevue public schools. We foster stability and  
13 self-sufficiency for kids and their families through  
14 programs that feed and clothe and educate. We provide free  
15 food to over 1500 Bellevue students enrolled in Head Start  
16 and reduced-price lunch programs over school breaks.

17 We are Plaza 520. We are BECU. Just last  
18 December, we moved into a brand-new, \$2 million building  
19 that took us over a year to develop with Harsch Properties.  
20 We are proud of our new location which offers services to  
21 the entire east side. We are member-owned and membership  
22 makes all the difference. When you join BECU, you become a  
23 member of the community of people who care about their  
24 neighbors and do their best to help them succeed. We  
25 provide dreams of the -- to family that is a first-time

1 homeowner, investment capital for new businesses, and  
2 reinvestment back into community.

3 We are Plaza 520. We've been here. We are here  
4 now. And we are thriving. We are a neighborhood. Please  
5 don't take that away.

6 MR. BUTLER: Good evening. Thank you.

7 MR. AIGNER: And I've got -- I've got some cards  
8 for you too. These are hundreds of people that have visited  
9 our places. We've had a couple days to collect these. But  
10 I thought you should see the volume that represents our  
11 businesses. So I'm going to leave these for you here.

12 MR. BUTLER: Okay.

13 MR. AIGNER: Thank you for the -- thank you for  
14 the opportunity.

15 MODERATOR: Do we have Eric Hanson?

16 We don't. We're going to go on to Jeanne Muir.  
17 And after that, Bill Neville and Grant Degginger.

18 MS. MUIR: My name is Jeanne Muir; J-E-A-N-N-E,  
19 M-U-I-R. And I'm here tonight representing Security  
20 Properties. Thank you very much for giving us this  
21 opportunity to discuss with you the siting alternatives.

22 Security Properties is a Seattle-based developer,  
23 multifamily developer who is currently in the entitlement  
24 phase with Bellevue for the first 300-plus apartments to be  
25 built in the Spring District and has options to triple that

PH1-7

1 number. We will be the first buildings built up there,  
2 starting this fall if the entitlement continues at this  
3 pace.

4 We're deeply concerned at the prospect that Sound  
5 Transit could overturn years of planning in the Bel-Red area  
6 as a dense neighborhood, urban neighborhood, by choosing  
7 either of the BNSF options. It places this multimillion  
8 dollar investment in serious jeopardy and significantly  
9 reduces our interest in continuing to the option properties.

10 Security Properties made the initial property  
11 investment based on the Bel-Red plan which we read deeply  
12 and believed in. It was a promise to us as -- well, as  
13 mentioned earlier. Taking these 25 acres out of the density  
14 equation changes that attractiveness for us, and we think it  
15 will for other developers as well. And only a quarter mile  
16 from 120th Station, sitting -- siting at any of the Bellevue  
17 sites removes urban density from your walk shed which is  
18 clearly one of TOD's number ones and should be Sound  
19 Transit's goal.

20 Bellevue is in the fortunate position that it's  
21 currently thriving. It's growing precipitously. Removing  
22 25 acres, permanently, from this growth curve will reduce  
23 Bellevue and King County tax revenues far more than other  
24 sites, will damage the goals of the Bel-Red planning effort.  
25 Other communities that are less central, that have a

PH1-8

PH1-9



1 different economic environment could benefit more from the  
2 siting of a maintenance facility rather than being harmed by  
3 it for the foreseeable future.

4 So Security Properties will be putting in our  
5 letter to the DEIS as well. Again, thank you very much for  
6 the opportunity to bring these comments to you.

7 Good night.

8 MR. BUTLER: Thank you for coming this evening.

9 MODERATOR: Next we have Bill Neville, Grant  
10 Degginger, and Vikki Orrico after that.

11 MR. NEVILLE: I'm Bill. And I'll pass.

12 MODERATOR: Okay.

13 MR. NEVILLE: I do appreciate your pronouncing my  
14 name right.

15 MODERATOR: Grant Degginger.

16 MR. DEGGINGER: Thank you, Mayor Butler.

17 MR. BUTLER: Thank you, Mayor Degginger for coming  
18 and seeing and speaking before us.

19 MR. DEGGINGER: I appreciate it.

20 I'm Grant Degginger, D-E-G-G-I-N-G-E-R. And I'm a  
21 former mayor of the City of Bellevue, former council member,  
22 served on our council for 12 years.

23 And I'm here on behalf of myself. But I feel,  
24 indirectly, I'm here, Mayor Butler, on behalf of the many  
25 people that we asked to serve on our Bel-Red planning

1 committee that spent the better part of two years developing  
2 a plan for how we turn an area that was 950 acres,  
3 industrially zoned, generally, into a highest and best use  
4 of a transit-oriented development using the investment of  
5 light rail, one that hadn't been voted on at the time, to do  
6 so. We -- we -- we believed in it. We also helped get the  
7 votes to help pass the light rail initiative and bring the  
8 light rail to the east side. And it was the right decision.

9 I'm here to oppose not only the BNSF alternative  
10 but really any of the alternatives in the Bel-Red area  
11 because it is a -- such a -- it is so inconsistent with the  
12 effort that we made to design a plan that would work, long  
13 term, for the city. We've -- we were hoping to see  
14 investment occur. We've seen -- and you've heard testimony  
15 from companies that are spending literally billions of  
16 dollars making -- making the investment based upon the land  
17 use that was anticipated for that area.

18 What would happen here by putting in this  
19 maintenance base in this location is, it -- it is putting an  
20 industrial use right back into what we were hoping to do for  
21 having transit-oriented development in this city. It's a  
22 gigantic step backwards. It jeopardizes these investments  
23 and it jeopardizes the ability of the City's plan to be  
24 fully -- fully -- to come into fruition over time.

25 So I -- and moreover, in the many, many

PH1-10

PH1-11

1       conversations and meetings that we had about delivering  
2       light rail here, the notion of this maintenance base in this  
3       location never came up. It -- it was slipped in late in the  
4       game, very late and very quietly. We were always told it  
5       was going to be in Seattle.

6               So I'm very disappointed that we're here tonight  
7       having this conversation. And I hope that we realize that  
8       what's important here is that this investment that we're  
9       making is allowed to come to fruition in the Bel-Red area  
10      and that we don't go backwards; we move forward and really  
11      deliver on that vision because it's a great vision.

12             Thank you for your time today. And thank you for  
13      the opportunity to come in and speak to you.

14             MR. BUTLER: Thank you.

15             MODERATOR: Next we have Vikki Orrico. And coming  
16      up, Pat James and Hayley Bonsteel.

17             MS. ORRICO: Good evening, Mayor Butler, staff.

18             My name is Vikki Orrico, O-R-R-I-C-O. And I'd  
19      like to echo the comments of Matt Terry and Mayor Degginger.  
20      I'm here to testify against siting your Operations and  
21      Maintenance Satellite Facility in the Bel-Red corridor.

22             I was chair of the Bellevue Planning Commission  
23      when we crafted and unanimously adopted the Bel-Red subarea  
24      plan to transform the Bel-Red area from light industrial and  
25      commercial uses to vibrant new neighborhoods and thriving

1 businesses served by an integrated system of multimodal  
2 transportation choices, parks, and open space, and restore  
3 stream corridors that connect the greater city and the  
4 region.

5 The Bel-Red corridor plan was the culmination of  
6 many years of work by the Bel-Red Steering Committee and six  
7 of the City's boards and commissions. It was developed with  
8 careful deliberation and extensive public and stakeholder  
9 input including over 340 comments to the Planning Commission  
10 alone.

11 The Bel-Red corridor plan provided the City an  
12 opportunity to capitalize on the corridor's strategic  
13 location, the City of Bellevue's economic strength, and the  
14 potential for light rail to serve the area.

15 The position as it is, between downtown Bellevue  
16 and Microsoft, we recognize that this area offers  
17 unparalleled opportunity for high-quality office and  
18 residential development. The Sound Transit proposal to site  
19 its facilities a quarter of a mile from the 120th Street  
20 Station would defeat our purpose and vision and be an  
21 affront to our hard work.

22 It would put a giant slab of concrete in the  
23 middle of this transit-oriented development, blurring our  
24 vision for this to be a high-density, sustainable  
25 neighborhoods with ecological restoration, new jobs, parks,

PH1-12

1 open space, retail offerings, economic and business  
2 opportunities, and affordable and workforce housing.

3 Thank you.

4 MR. BUTLER: Thank you.

5 MODERATOR: Next is Pat James. After that, Hayley  
6 Bonsteel.

7 Pat?

8 MS. JAMES: I'd like to pass at this time. Thank  
9 you.

10 MODERATOR: Okay. Thank you, Pat.

11 Hayley Bonsteel.

12 MS. BONSTEEL: Hi there. Thank you for this  
13 opportunity.

14 My name is Hayley Bonsteel, B-O-N-S-T-E-E-L. And  
15 I'm a community engagement and outreach manger at  
16 Futurewise. My background is in architecture and urban  
17 design.

18 And I'm here to state that we do not believe that  
19 the BNSF site is suitable for the facility. It's the least  
20 suitable of the alternatives, and it's just bad public  
21 policy. And similar to the previous comments, the Bel-Red  
22 corridor was recently redone with full community support to  
23 encourage transit-oriented development and smart land use.

24 So given its location within a quarter mile of the  
25 station, which is a five-minute walk, best uses would be

PH1-13

1 housing, public space, mixed use, parks, basic services, any  
2 of those. So siting the facility at BNSF goes against Sound  
3 Transit's own TOD policies, displacing 25 acres of TOD and  
4 permanently removing that land from high-density  
5 development, which has a tremendous economic impact, in the  
6 long run, on the city of Bellevue and King County.

PH1-14

7 So in short, this site has the greatest negative  
8 land use and economic impact of all the alternatives in the  
9 long run if we look just beyond the moment.

PH1-15

10 Thanks.

11 MR. BUTLER: Thank you.

12 MODERATOR: Next we have Laura Hurdeldenk --  
13 Hurdelbrink -- I apologize -- Howard Katz -- sorry -- and  
14 Mark Hallenbeck.

15 MS. HURDELBRINK: Thank you for the -- I'm Laura  
16 Hurdelbrink, that's H-U-R-D-E-L-B-R-I-N-K. And, yes, I  
17 adopted that name over 45 years ago. I'm vice president of  
18 the Belle Meade Association.

19 Belle Meade Association has gone on record as  
20 being opposed to the expansion of Sound Transit's  
21 maintenance yards anywhere in Bellevue. And we have sent a  
22 letter dated May 31, 2014.

23 As Sound Transit has proposed, there is a fifth  
24 alternative and that one should be used. I have just  
25 returned from an extended trip to Tokyo and Kyoto, Japan

1 where urban transportation is an art. Being able to plan  
2 ahead does not seem to be a prerequisite of the Sound  
3 Transit officials. Public officials in Japan would be  
4 embarrassed to be making this type of proposal after making  
5 a boondoggle of expanding above-ground transit that is not  
6 safe for public to use and barely used as a percentage of  
7 the total community population.

8 First and foremost, underground transit is a must  
9 in urban areas.

PH1-16

10 Second, maintenance yards should not be in the  
11 future downtown corridor of a future major metropolitan  
12 area.

PH1-17

13 As a long-term resident of the east side, I have  
14 seen the expansion that was never really talked about but  
15 was envisioned by many. Somehow, there has always been time  
16 and money to build, and then time -- and rebuild, and time  
17 and more money to build correctly. Cost today to do it  
18 correctly will be seen as inexpensive in 50 or a hundred  
19 years in the future, especially when parts of Seattle are  
20 underwater.

21 Spend time to stop. Do the expansion correctly,  
22 instead of paying for it at twice or at five to ten times  
23 the cost. Stop doing it wrong, and get on the right side of  
24 the tracks.

25 MR. BUTLER: Thank you.

1                   MODERATOR: Next is Howard Katz. And after that,  
2 Mark Hallenbeck and Amy Terziyski.

3                   MR. KATZ: My name is Howard Katz, K-A-T-Z. And  
4 by the way, Katz is the oldest surname in the world, first  
5 surname. Just wanted to let you know that.

6                   MR. BUTLER: Well, thank you for sharing that with  
7 us.

8                   MR. KATZ: I represent Lake Bellevue Village. And  
9 I also represent the Bellevue Network on Aging. And we have  
10 issues on both sides of the fence on this.

11                   But I just wanted to say that I'm asking you not  
12 to make any more mistakes. When we do -- we -- when we  
13 built on -- we proposed the Hospital Station, not at the  
14 hospital -- that's -- was the alternative -- but behind  
15 Whole Foods so that older adults will not be using that  
16 station because of the time it's going to take and go there  
17 and get to the doctors, it will be difficult.

18                   As far as Lake Bellevue Village is concerned, we  
19 are basically a wetland. You -- you picked the -- you  
20 picked the -- a rail car that -- right next to where we have  
21 ducks, geese, birds, everything. It's a protected area.  
22 And -- and you chose that area to run your rail line on.  
23 It's disturbing me.

24                   Now, as a community, we are going to have trains  
25 early in the morning coming -- additional trains -- is it

PH1-18



1       80? A hundred? I don't know how many. But it's concerning  
2       that you're going to make another mistake.

3               And you know, it's like, I have a feeling  
4       sometimes you guys don't listen because when I went before  
5       Sound Transit Board regarding -- once the Hospital Station  
6       was announced where it was -- you know, you had three  
7       choices. One of the choices was over Northeast Eighth.

8               So here I go before Sound Transit, make my  
9       testimony, and all of a sudden, the testimony is over. They  
10      call for a vote -- well, they didn't call for a vote -- they  
11      had the committee read from a prepared statement -- a  
12      prepared statement. Here I make testimony, you didn't  
13      listen to my testimony because you voted and -- you voted to  
14      put it where I was -- I was testifying. I mean, it just  
15      didn't make sense. Here I'm testifying, but you didn't  
16      really listen. You listened, but you didn't listen because  
17      you voted -- what the committee said, in a prepared  
18      statement, the decision was made before. So why have me  
19      testify?

20              So please do not make any more mistakes. It's  
21      enough that you're destroying -- literally destroying our  
22      neighborhood with -- with the -- with the trains coming by.  
23      Who knows what effect it will be on the Sound for our  
24      wildlife? You know, there's lots of questions.

25              Anyway, I'm asking you, no more mistakes, please.

PH1-19

1 MR. BUTLER: Thank you.

2 MODERATOR: Next Mark Hallenbeck, Amy Terziyski.

3 And then, after that, Glenn Christy.

4 MR. HALLENBECK: Hi. My name is Mark Hallenbeck,  
5 H-A-L-L-E-N-B-E-C-K. I work at the University of  
6 Washington. Although, I'm not representing them in this  
7 light tonight. I'm just me.

8 Didn't really come to speak. I came as much to  
9 listen. But I used to teach the urban transportation  
10 planning class at the University. One of the interesting  
11 things over the last 20 years of teaching that was that we  
12 have always taught that you're supposed to do transportation  
13 in land use in an integrated fashion. And historically,  
14 we've done a really lousy job of doing that.

15 So I -- so I worry a little. Here is an  
16 opportunity to have done land use and transportation in a  
17 wonderfully integrated fashion. And then you go back and  
18 change those outcomes.

19 Now, for you, organization is we make decisions.  
20 Those organizational decisions can be brilliant from an  
21 organizational side and really dumb from a community side.

22 So I worry that, as you go forward, not -- I don't  
23 know. I'm not a Bellevue person. I'm neither pro nor con.  
24 If you take my class, the answer to all questions is, it  
25 depends. So I don't know the -- I don't know what the right

1 answer here is. But I can say that from an outside  
2 perspective this is a really dumb-looking decision if you go PH1-19.5  
3 in Bellevue.

4 In a region that is crying out for mixed land use  
5 development to save other land for other purposes, here is a  
6 part of the region that wants mixed-use, high-density  
7 development. From an operation standpoint, you might have  
8 to run trains more, but you don't have to build big parking  
9 lots if this is the place you're going to build in. People  
10 will walk there; they will bike here. You might -- your  
11 biggest problem might be bike parking in this place.

12 It is a corridor that sits between Microsoft and  
13 Google, between Totem Lake's hospital district and Overlake  
14 in Bellevue. It is connected -- it's great for you guys  
15 because it's flat. It means it's great for walking, and  
16 it's great for biking. From a land-use perspective, this is  
17 a great place for Sound Transit to be.

18 I don't know enough about Lynnwood to say whether  
19 it's good or bad or indifferent. But I worry that,  
20 externally on a growth perspective, Sound Transit is  
21 counting on that for Sound Transit 3. If you come and say,  
22 Oh, yeah, but we need more maintenance space, you're going  
23 to set yourself up for a vote we just had where we lost big  
24 time to a lot of people.

25 So think carefully as you go forward in the

1 broader context of the proposals and agreements you made  
2 with people as you build plans out and in the greater  
3 picture of how you expect this region to grow and what your  
4 role is in that.

5 Put that into the context of your pricing and  
6 decision-making. I think you'll come out with a better  
7 outcome in that process.

8 Thank you.

9 MR. BUTLER: Thank you.

10 MODERATOR: Amy Terziyski. After that we have  
11 Glenn Christy and then Andrea Duffield.

12 MS. TERZIYSKI: Okay. Hi. My name is Amy  
13 Terziyski. That's spelled T-E-R-Z-I-Y-S-K-I.

14 I apologize. I'm not used to speaking out in  
15 front of so many people, but here I am.

16 My husband and I are small business owners from  
17 the 520 Plaza at the proposed site there. Never before did  
18 we feel so small to learn that Sound Transit is proposing to  
19 take away our business from us. When we started our  
20 restaurant, we never saw ourselves making it 11 years in  
21 business. And here I stand before you today asking you to  
22 let us stay.

23 This business has helped us buy our first home,  
24 start a family with three wonderful little kids, and keep us  
25 with -- give us a dependable income.

1           Our business is more than just a telephone and a  
2       desk to move. We have large refrigeration. We have two  
3       800-pound deck ovens; plus many, many loyal customers that  
4       we've been serving in the community here in Bellevue for,  
5       you know, those 11 years.

6           Commercial retail in Bellevue is at a premium, and  
7       it's very hard to find. It's -- it would be very hard for  
8       us to find a comparable location, almost maybe an impossible  
9       task for us.

PH1-20

10          The stress and cost involved could very well be  
11       the beginning of the end for us in our business. I think we  
12       speak for many of the small businesses in the 520-Northup  
13       area. When we say that -- sorry -- I think we speak for a  
14       lot of people when we say that the relocation is not an  
15       option for us.

PH1-21

16          Taking away 25 acres of retail and office space  
17       which is currently teeming of the energy of small businesses  
18       will create an industrial wasteland and would affect not  
19       just our business but the businesses to the north, east,  
20       south, and west of us.

PH1-22

21          We hope Sound Transit can see it that way too.  
22       And thank you for listening to me.

23               MR. BUTLER: Thank you.

24               MODERATOR: Next we have Glenn Christy. After  
25       that, Andrea Duffield, and then Cindy Angelo.

1 MR. CHRISTY: Hi. My name is Glenn Christy,  
2 C-H-R-I-S-T-Y. Lived in Bellevue for quite a while.

3 First time I came to Bellevue is about 55 years  
4 ago. And I remember exactly what was in the Spring  
5 District. It was Safeway developing their flagship industry  
6 in this state, coming up from California, and making  
7 industry what Bellevue really needed. Bellevue was actually  
8 built on companies like Safeway.

9 Safeway is mostly gone. But as far as Sound  
10 Transit is concerned, we -- you are going to be some of our  
11 future industry. And the bottom line, your bottom line, is  
12 the bottom line. You have to take the option which is best  
13 suited for Sound Transit not for what Wright Runstad or some  
14 other business is going to make.

15 I'm afraid that's probably along the Burlington  
16 Northern Santa Fe -- I really don't like this, but you know,  
17 along that corridor, preferably, in my opinion, on the east  
18 side only.

19 If you don't build now, I'm sure that you'll have  
20 to build both in Lynnwood and Bellevue some day anyway,  
21 because I'm sure that the City of Redmond will insist on  
22 light rail going through the city of Redmond to downtown.  
23 The mayor is kind of promising that and so are a lot of  
24 other people. And if you make the mayor of Redmond mad, his  
25 mother's going to be unhappy too. And now you have two

1 cities that are going to be jumping all over you.

2 Now -- okay. It isn't just that. Bellevue's had  
3 its own problems in the past. In the 1980s we had somebody  
4 get up in the City Council meeting and actually say,  
5 Bellevue's a bedroom community. We don't want Microsoft in  
6 Bellevue.

7 And at the time, I couldn't believe it. My next  
8 door neighbor, he dragged me to the City Council meeting.  
9 It was the first time I ever been to one and hear something  
10 like that. I was -- I'm depending on the software industry.  
11 So is Amtrak. Their Web page, that's what I do -- what I  
12 did.

13 And I can't believe that somebody would actually  
14 consider saying it's a matter of if building in Lynnwood or  
15 Bellevue ever. It's a matter of when. We know Sound  
16 Transit 3 is going to come along eventually.

17 I mean, you can say, Well, that's not decided yet.

18 But I'm sure there will be. And the Federal  
19 Transit Administration, I don't think they're going to  
20 change their policies in the next 20 years, which means  
21 there will need to be another maintenance facility. And if  
22 you don't build one in Bellevue now, at that time they will  
23 be looking for land, probably in the Bel-Red area, for that  
24 maintenance facility.

25 I mean, Federal Transit Administration is very

1 clear on what they -- what they demand. And they're not  
2 going to allow people to bring the trains all the way from  
3 Lynnwood everyday all the way to Redmond. It's going to be  
4 very expensive for Sound Transit. They may even fine you  
5 eventually for that if you change those rules slightly. So  
6 I hope you -- I'm sorry that I -- I don't really like rail  
7 systems in Bellevue, but it's, I'm afraid, the way to go.  
8 Sorry, everybody.

PH1-23

9 Thank you very much.

10 MR. BUTLER: Thank you.

11 MODERATOR: Next Andrea Duffield. And after that,  
12 Cindy Anglo, and then Loretta Lopez.

13 MS. DUFFIELD: Good evening. My name is Andrea  
14 Duffield, D-U-F-F-I-E-L-D.

15 I am a teacher and I'm a speech pathologist. And  
16 I am the owner of MOSAIC Children's Therapy Clinic in  
17 Bellevue. We're in the Plaza 520 complex. And if the light  
18 rail maintenance yard was placed in the location of my  
19 current business, it would be devastating to my business, to  
20 my staff, and to the thousands of special needs children  
21 that we serve in our community.

PH1-24

22 Let me start by reminding you of the current  
23 statistics. In our country, 1 in 68 children is affected by  
24 autism. If you're a boy, it's 1 in 42. Overall, 1 in 6  
25 children has a special need or a developmental delay



1 diagnosis.

2 MOSAIC, with a team of 50-plus professionals in  
3 Bellevue, provides pediatric, physical, occupational, and  
4 speech therapy services. We offer behavioral intervention  
5 services for children, including pediatric psychological  
6 assessments and treatments, individual and group counseling,  
7 behavior intervention, ABA programming, and support groups.  
8 We have programs like aquatic therapy, pediatric yoga,  
9 feeding groups, handwriting groups, social skills classes,  
10 friendship groups, dietary and nutritional assessments, and  
11 functional movement groups. We have developmental preschool  
12 and kindergarten boot camp for our clients that can't  
13 survive in the public school system. There is nowhere else  
14 for these children to go in our community.

15 MOSAIC is the only private, comprehensive therapy  
16 clinic in the greater Seattle area providing this depth and  
17 breadth of services from birth through adulthood. We've  
18 created a model that allows our families to come to one  
19 place and have a true team, a family-centered approach to  
20 meet their child's needs.

21 I'm very proud to say that MOSAIC is a rare  
22 private provider that accepts Medicaid clients. Our state  
23 agencies cannot meet the needs of all of these clients.  
24 I've dedicated a portion of my business to serving these  
25 families that have no other options. As a mother, I cannot

1 look a child in the eye and deny them services because of  
2 their insurance or lack thereof.

3 MOSAIC began in 2003. In the last 11 years, we've  
4 worked tirelessly to grow to become the agency we are today.  
5 For our location now, it took us nearly two years to be able  
6 to find where we could be because we have so many  
7 limitations and issues to deal with in finding the right  
8 place.

9 We have to be accessible to our families. Our  
10 freeway access is key. It's not for convenience. It's for  
11 the fact that our children can't handle being in cars.

12 If you go to MOSAIC, you don't have to go from  
13 clinic to clinic. We need a safe parking lot. We need a  
14 location not faced out onto the road because our children  
15 run out of the building, and they do not look both ways  
16 before they cross the street.

17 If, in fact, MOSAIC had to be moved, it would be  
18 very challenging to find a replacement. Our landlords spent  
19 time with us prior to leasing. They've also given the  
20 commitment toward community.

21 I've provided the rest of my comments in writing  
22 to you as well.

23 Thank you.

24 MR. BUTLER: Thank you.

25 MODERATOR: Cindy Anglo and is next. And then

PH1-25

1 after that, Loretta Lopez and Don Davidson.

2 MS. ANGELO: Hi. My name is Cindy Angelo,  
3 A-N-G-E-L-O.

4 To follow up after Andrea's talk there, I am the  
5 marketing manager for MOSAIC Children's Therapy Clinics.  
6 And of course, again, it's the 520 Plaza. We -- I strongly  
7 oppose that location being chosen. I speak on behalf of,  
8 not just myself, but all of the employees in our company.  
9 There are 50 of us at the Bellevue location, and we are  
10 growing.

11 I've been with MOSAIC for two years. Right after  
12 I started at MOSAIC, we had just moved. We moved into this  
13 Plaza 520. And it was the dream location. We had room to  
14 grow. We had rooms that were available for the new services  
15 to be added at the clinic to serve the children. And we are  
16 now bursting at the seams because we've continued to add  
17 services there. The need, as Andrea said, is just  
18 incredibly great.

19 We've taken over more space in the Plaza 520  
20 location. And the -- the location is -- is perfect. And  
21 the families -- I remember listening as -- in my position as  
22 the marketing person, I have the opportunity to not just be  
23 in-house all of the time. I'm out in the community. I go  
24 to the doctors' offices, to preschools, events. I host the  
25 events and set up all around the community to share the news

1 about MOSAIC and what we provide.

2 And I often would hear things about the  
3 limitations that other clinics have to provide services.  
4 And -- because they can -- they're in some small clinic, and  
5 they have one or two types of services, where MOSAIC's niche  
6 is that we have so many services in one location. And the  
7 goal would be to continue to grow that.

8 So when I look at it, too, on a side note, in  
9 speaking on behalf of the other businesses in our area -- I  
10 don't know them personally, but when I read about this site  
11 being chosen, I couldn't believe that it would be an option  
12 for 101 businesses to be wiped out or to have to move. Many  
13 of those businesses would close. And some of the other  
14 sites just simply -- you wouldn't be displacing so many  
15 businesses.

16 And I can tell you, it's outrageous, not to just  
17 us, but the local news. We had KIRO, KOMO, and Q13 all at  
18 our clinic today for live TV coverage. And so it's  
19 outrageous, not just to us.

20 So thank you for listening. Thank you.

21 MR. BUTLER: Thank you.

22 MODERATOR: We have Loretta Lopez next. And after  
23 that, Don Davidson and then John Hempelmann.

24 MS. LOPEZ: Good afternoon. I'm Loretta Lopez.

25 And I'm president of the Bridle Trails Community Club. The

PH1-26

1       Bridle Trails area is right above 520. And you all are  
2       familiar with it.

3               We have been addressing this issue for many  
4       months. We have made a formal statement to Sound Transit  
5       Board, starting with the objection over placing a facility  
6       at the Fred Meyer site when that was part of the -- one of  
7       the sites, possible sites.

8               Our position is that we do not want or find it  
9       acceptable to place a 25-acre maintenance facility in the  
10      Bel-Red corridor. There are many reasons for this. In  
11      particular, it is inconsistent with the zoning that the City  
12      has invested in for years. The City has spent millions of  
13      dollars. We have spent thousands, probably thousands of  
14      hours, as a community looking forward trying to figure out  
15      what to do with this land.

16              After all of these studies and all of these hours,  
17      all the investment, it is our position that it is not an  
18      appropriate site. In particular, we also don't -- we find  
19      it unacceptable to displace businesses. Here we are talking  
20      as a society, as a community, how important it is for the  
21      economic engine to keep firing. And what would we do if we  
22      had a 25-acre site displace any of the businesses in the  
23      Bel-Red area, any of them? Not acceptable. Not acceptable  
24      to us.

25              These businesses provide valuable resources, jobs,

PH1-27

PH1-28

1 and B&O tax. And that's important to us. We support  
2 businesses. And we, as the Bridle Trails Community Club,  
3 ask that you not place the site in the Bel-Red corridor.

4 And thank you for the opportunity to speak.

5 MR. BUTLER: Thank you.

6 MODERATOR: Next we have Don Davidson. And after  
7 that, John Hempelmann.

8 If anyone else would like to sign up to speak,  
9 please do so now and we'll get you in.

10 AUDIENCE MEMBER: Where's the sign-up sheet?

11 MODERATOR: In the back of the room.

12 AUDIENCE MEMBER: Okay.

13 MR. BUTLER: Mayor Davidson, welcome this evening.

14 MR. DAVIDSON: Mayor Butler, it's very nice to see  
15 you.

16 I'm, of course, going to talk about a subject you  
17 heard me talk about many times.

18 You guys, are derelict in not getting a biologic  
19 opinion from NOAA Fisheries. Any time that you're in  
20 wetlands, any time that you got the federal government even  
21 recognizing a wetlands park -- urban park where they have  
22 substantial amount of investment, they have substantial  
23 amount of investment in the rail system itself, it's time  
24 you ask for a biologic opinion from NOAA.

25 I have a little experience with this. I'm

PH1-29

1 currently on the Puget Sound Salmon Recovery Council. I am  
2 still on the Puget Sound Recovery Council for Lake  
3 Washington, Lake Sammamish, and Cedar River. I've been on  
4 the Council for 26 years. And it's time that you take on  
5 your responsibilities and ask for that biologic opinion from  
6 NOAA.

7 MR. BUTLER: Thank you major -- Mayor Davidson.

8 MODERATOR: John Hempelmann is next.

9 MR. HEMPLEMANN: Thank you.

10 First, Mayor Butler, I want to thank you and honor  
11 you for being here tonight. There's no requirement that a  
12 board member sit at a table and hear all these unhappy  
13 people when one of your staff could have taken the comments  
14 on the Draft Environmental Impact Statement. So thank you  
15 for coming.

16 As you know, I'm a smart growth advocate. I'm the  
17 immediate past chair of our Quality Growth Alliance, which  
18 is the most diverse Smart Growth Alliance in the United  
19 States. And I've had the advantage as vice chair of the  
20 Urban Land Institute Transit Oriented Development Council to  
21 see light rail and heavy rail, mass transit systems and  
22 operation and maintenance yards all over the United States.

23 And so I'm excited about what Sound Transit is  
24 doing. As you know, I'm a supporter of the Sound Transit  
25 system. I'm a supporter of an operation and maintenance

1 satellite facility. You're going to need it, a second one.

2 I'm just not a supporter of having it in any of  
3 the four alternatives identified in the Draft Environmental  
4 Impact Statement. They are all within the magic quarter  
5 mile -- well, the magic half mile, for sure, most of them  
6 within the magic quarter mile of light rail stations, the  
7 key focus for transit-oriented development.

8 And I should note that all of these locations have  
9 relatively flat topography between the locations and the  
10 stations. So the quarter mile doesn't always work if it's  
11 in downtown Seattle and you've got hills going all the way  
12 up to Capital Hill. But it works in each of the four sites  
13 that have been identified.

14 So putting the Operation and Maintenance Satellite  
15 Facility in any one of those sites is contrary to PSRC  
16 policy. It is contrary to Sound Transit policy when you  
17 look at the Sound Transit board TOD policy adopted in  
18 December of 2012. It's obviously contrary to the comp plans  
19 and development regulations of both Bellevue and Lynnwood,  
20 who developed those with the encouragement, support, and  
21 collaboration of Sound Transit.

22 And so now to say that it doesn't matter; we're  
23 going to disregard all of those policies, is not a good way  
24 for Sound Transit to act when they should be recognizing --  
25 we recognize transit as the T in TOD. But the objective of

PH1-30



1 the T, the transit, is to connect people and jobs and  
2 housing and transportation.

3 And so you'll say, We've got to put it somewhere,  
4 John; and we've only got four sites.

5 You recall, in November of 2012 -- Mayor Butler,  
6 you were there -- I said, Look for other alternatives even  
7 if they're temporary.

8 You had several of your fellow board members who  
9 said, We should look at where we might put it in the  
10 expanded system if and when we get Sound Transit 3.

11 One of your board members, now your chair, raised  
12 serious questions about putting it into areas that are --  
13 that are prepared for TOD.

14 So it's a very tough call. But I sincerely urge  
15 you to look at other solutions for serving this need,  
16 including temporary solutions, temporary storage of trains,  
17 even temporary modular facilities that can then be resited  
18 at the time you find the right site for it.

19 Thank you very much.

20 MODERATOR: Thank you.

21 MR. BUTLER: Thank you.

22 MODERATOR: We have two more people signed up.  
23 Ayele Dagne and David Plummer.

24 Ayele?

25 MR. DAGNE: Thank you for giving me the

1 opportunity to share with you my thoughts.

2 My name is Ayele Dagne. I reside at 2618-127th  
3 Avenue Northeast.

4 MR. BUTLER: Just spell your name, please.

5 MODERATOR: Yeah.

6 MR. DAGNE: Ayele Dagne; A-Y-E-L-E, D-A-G-N-E.

7 I am a Bellevue resident for the past 20 years,  
8 and I'm -- I also happen to be a Sound Transit -- I was a  
9 Sound Transit employee. I was their first IS manager, so I  
10 like Sound Transit.

11 Unfortunately -- and Sound Transit is -- I have  
12 always thought of it as a neighborhood connector, an  
13 organization that connects neighborhoods.

14 Unfortunately, the site that has been selected for  
15 the facility, is really, I think, a neighborhood destroyer  
16 because we've got a nice neighborhood for children. Kids  
17 won't be able to walk as they used to to eateries, to  
18 surrounding areas like McDonald's. This is going to really  
19 create a situation that is very different from where -- from  
20 what we're used to.

21 And I think -- please, I implore you, do not let  
22 them build the facility at 520 -- especially 520.

23 Thank you.

24 MR. BUTLER: Thank you.

25 MODERATOR: David Plummer is next. And if

PH1-31

1           there's -- is there anyone else who would like to speak?

2           Please sign up, or...

3                   AUDIENCE MEMBER: I have a question. Can you take  
4           questions?

5                   MODERATOR: Actually, we don't take questions.  
6           There is the open house.

7                   AUDIENCE MEMBER: I'm just wondering if this is  
8           being transcribed and made available later. Are the  
9           comments being recorded and transcribed?

10                  MODERATOR: Mm-hmm.

11                  AUDIENCE MEMBER: Oh, good. Good.

12                  MODERATOR: And then it will all be addressed in  
13           the Final EIS.

14                  AUDIENCE MEMBER: Okay. So we'll be able to go  
15           online and read the comments?

16                  MR. HALE: The comments will be reproduced in the  
17           Final EIS with responses to all of the comments. So that  
18           won't be available until next year when we are working on  
19           the Final EIS. So the transcript of what's being said  
20           tonight is not something that would be available until that  
21           time.

22                  AUDIENCE MEMBER: Until next year?

23                  MR. HALE: It will be part of the Final EIS.

24           Correct.

25                  AUDIENCE MEMBER: That's unusual.

1 MR. BUTLER: Mr. Plummer?

2 MR. PLUMMER: Good evening. I'm David Plummer. I  
3 reside in Bellevue.

4 The BNSF alternative appears to be the best choice  
5 among the four alternatives that Sound Transit has depicted  
6 in the DEIS for the proposed Operation and Maintenance  
7 Satellite Facility. I offer the following reasons for you  
8 to consider in evaluating and coming to a decision on your  
9 choice.

10 First, the life-cycle cost for the BNSF  
11 alternative appear to be lowest of the four alternatives  
12 considered. The BNSF alternative displaces the lowest  
13 number of existing land uses. Although this alternative  
14 could -- would result in only approximately 4 acres of land  
15 being available for redevelopment, this area is close to the  
16 proposed Spring District, and the proposed facility would  
17 appear to be within walking distance of the proposed  
18 120th Street east link station. Thus any -- some, at least,  
19 of the OMSF employees would have easy access to the site if  
20 it were located where your DEIS depicts it.

21 I think -- I urge Sound Transit -- you people in  
22 particular -- to consider that the past and present Bellevue  
23 City Councils and staff have made the irrational and  
24 unjustified decisions to rezone the Bel-Red area. They did  
25 this to enhance city tax revenue streams. In doing so they

PH1-32

1 chose to eliminate a broad, eclectic mix of employment and  
2 land use opportunities for previous business and property  
3 owners and adopted the most environmentally damaging land  
4 use and zoning plans that were considered.

5 So I hope you'll look at the antecedents that led  
6 to the current land use zones. It's very important to  
7 understand that. I previously sent long histories to Sound  
8 Transit, and I'd be happy to do it again.

9 Any location for the OMSF within the Bel-Red area  
10 will be a significant benefit to the city of Bellevue  
11 because it will provide a broad range of skilled employment  
12 opportunities within the area. According information Sound  
13 Transit provided, they expect about 230 jobs would be  
14 estimated to be required.

15 Last, should the BNSF alternative not prove  
16 feasible, either the BNSF modified alternative or the SR 520  
17 alternative would be preferrable over the Lynnwood  
18 alternative since both of these, both of the Bel-Red area  
19 alternatives, have significantly lower life-cycle costs.

20 I'd make one other comment regarding the DEIS,  
21 which seems to have a rather significant deficiency  
22 regarding the number of employees that are expected to be  
23 employed at the facility for each of the alternatives. I  
24 couldn't find this in the DEIS, but I got information from  
25 Sound Transit.

PH1-33

PH1-34

1 So thank you.

2 MR. BUTLER: Thank you.

3 MODERATOR: Thank you.

4 Are there any other people that would like to --

5 MR. BANNON: Good afternoon, Mayor Butler and  
6 staff.

7 My name is Patrick Bannon, and I serve as  
8 president of the Bellevue Downtown Association.

9 And last time I looked at a map, Bel-Red corridor  
10 is not in downtown Bellevue, at least not officially. But I  
11 want --

12 AUDIENCE MEMBER: Not yet.

13 MR. BANNON: Not yet.

14 Well, I'd like to, tonight, at least reaffirm that  
15 we're watching this issue closely and that we plan to weigh  
16 in by the comment deadline.

17 But at least initially, based on review of the  
18 Draft EIS, the major concern with the sites in Bellevue is  
19 that they do not promote long-term success of the community  
20 and they are incompatible with both Sound Transit's own  
21 policies and the City's own policies around development that  
22 will improve the community for many years to come.

23 So downtown is about the long-term success of the  
24 community, and investments being made there need to  
25 complement what is going to happen in the Bel-Red corridor.

PH1-35

1 So not unlike what you've heard tonight from many of these  
2 folks testifying, really ask Sound Transit to consider this,  
3 the alternatives, and consider the future of Bellevue.

4 Thank you.

5 MR. BUTLER: Thank you.

6 MODERATOR: One more?

7 MR. RENN: Yes. I'm Dan Renn. I'm the vice  
8 president of the Wilburton Community Association our  
9 neighborhood is just south of Eighth Street in this area.

10 MR. BUTLER: Spell your name, please.

11 MR. RENN: Daniel Renn, R-E-N-N.

12 And I just want to say whatever -- what most  
13 people have said, that none of these sites are appropriate  
14 for this facility. It should be out at the end of where the  
15 line is going to be eventually, out past Redmond some place.  
16 And that's where you need to find a way to put it out there.

17 I was going to start out by saying, Go ahead and  
18 put one of these sites in because it will completely ruin  
19 the need for light rail. And if we don't need light rail,  
20 we can just leave it off the east side.

21 But I was afraid you might take me seriously, so I  
22 won't say that.

23 MODERATOR: Is there anyone else that would like  
24 to speak tonight?

25 Hearing none, I'm going to turn it back to the

PH1-36

1 panel.

2 MR. HALE: Thank you, Jeanne.

3 I just wanted to say a couple of things.

4 First of all, thank you very much for taking the  
5 time to come out this evening and participating in the open  
6 house and provide your comments.

7 I want to reiterate that there are numerous ways  
8 to provide comments. You can pick up a comment form and  
9 leave that here tonight or take with it you. You can mail  
10 that in later. And we also have an e-mail address on our  
11 project Web site. And all of that information for how to do  
12 that is in the next room at the open house. And the comment  
13 deadline does extend until June 23.

14 I also wanted to note that -- again, that all of  
15 the comments that we hear, whether it's verbal testimony or  
16 written comments, all of them will be reproduced in the  
17 final EIS. And there will be response provided to those.  
18 That's anticipated next year.

19 And -- but at the close of the comment period,  
20 after June, the Sound Transit Board would be expected to  
21 identify a preferred alternative sometime later this summer  
22 based on the technical analysis and the Draft EIS and also  
23 on all the comments that have been received. That's not a  
24 final decision, but as it -- the name implies, it is an  
25 indication of the Board's preference for location.



1                   And then after the Final EIS is issued, next year  
2                   in 2015, a final decision on the project would be made.

3                   MR. BUTLER: And one last time, is there anyone  
4                   else desiring to comment this evening?

5                   So seeing no one, I want to --

6                   MR. WHITE: If I may?

7                   My name is Roger White, W-H-I-T-E. Knowing that I  
8                   didn't hear anything about -- and I know that the City of  
9                   Redmond would like to see the light rail moved into their  
10                  downtown area, but it would seem to me that Redmond is the  
11                  end of the line and that possibly Marymoor Park, an  
12                  industrial area, might be supported by the City of  
13                  Redmond -- not something that I know for sure -- but isn't  
14                  there a way that we can bridge over to get to that point so  
15                  that's at the end of the line?

PH1-37

16                  That's an open-ended question. I don't expect you  
17                  to answer it, but that's my comment.

18                  Thank you.

19                  MR. BUTLER: Thank you.

20                  And there is one other person in the back who  
21                  raised his hand.

22                  Sir, if you'd come forward, please.

23                  MR. BYRSKI: Nervous. I'm one of the 1 in 42  
24                  who's autistic. My name's Mark Byrski, B-Y-R-S-K-I.

25                  And I would basically like to make two points.

1 Point 1 is the BNSF alternative site, I see that  
2 as the best deal for the taxpayer. The -- some of the land  
3 at the International Paper site has already been purchased,  
4 and I understand Sound Transit got a pretty good deal on  
5 this land. And as I can see, the BNSF alternative will be  
6 the cheapest to build as a result and apparently among the  
7 cheapest to operate afterward.

8 And what's more is I see another transit  
9 maintenance facility being placed directly across the street  
10 from an existing transit maintenance facility that  
11 apparently will remain during this redevelopment.

12 And I want to point out one other thing. I recall  
13 reading in the Bellevue Reporter that there was a proposal  
14 to put a big megachurch in that land. And there was all  
15 this talk of high-density development. But I understand  
16 there was another tax exempt property that contemplated to  
17 be located there, a megachurch. And so some -- so some of  
18 these statements I've heard are coming across as a bit  
19 disingenuous.

20 And the -- my other recommendation is the Redmond  
21 thing. Should these four alternatives fall through, please  
22 consider the -- I think it was Potential Alternate E5,  
23 putting it way out at the end of the line in Redmond near  
24 Marymoor Park. That's an industrial area now, you know,  
25 filled with warehouses. And what's more, that extends the

PH1-38

PH1-39

1 line to Redmond sooner.

2 And I was wondering if Sound Transit could massage  
3 the budget to make it happen, because, as I see it, the ST3  
4 may not pass the polls. The last transit issue to come up  
5 for a vote did fail. And I was wondering if they could kind  
6 of massage the budget a bit to build at least a temporary  
7 line to Redmond, maybe a temporary station out of wood and,  
8 you know, gravel parking lot and -- you know. Okay.

PH1-39  
cont'd

9 And you know, so if it falls through, I recommend  
10 the Redmond location be revised and looked at.

11 Thank you very much.

12 MR. BUTLER: Well, thank you.

13 So is there anyone else desiring to speak this  
14 evening?

15 Seeing none, then, again, I want to thank everyone  
16 for coming and sharing of your time, your comments as a part  
17 of this public process. And so I would close the -- the  
18 hearing at whatever time it is right now.

19 MODERATOR: 6:45.

20 MR. BUTLER: 6:45.

21 And again, thank you for coming. We are  
22 adjourned.

23 (Proceedings concluded at 7:30 P.M.)

24 -oOo-

25

C E R T I F I C A T E

I, the undersigned officer of the Court and Washington Certified Court Reporter, hereby certify that the foregoing proceeding was taken stenographically before me and transcribed under my direction;

That the transcript of the proceeding is a full, true and correct transcript of the testimony, including questions and answers made and taken at the time of the foregoing proceeding;

That I am neither attorney for nor a relative or employee of any of the parties to the action; further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially interested in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this day of , 2014.

Kristin M. Vickery  
Certified Court Reporter, 3125

## Responses to Letter PH1, Bellevue Public Hearing Transcript

### Response to Comment PH1-1

Comment noted. Please see Response to Common Comment 11 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH1-2

Opposition to the build alternatives located in Bellevue due to potential impacts on future TOD has been noted. Please see responses to Common Comments 11, 12, 15, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH1-3

Please see the responses to Common Comments 10, 11, and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Chapter 3, Section 3.3, *Land Use* (Table 3.3.1), states that only about 4% of land within the 0.25-mile radius from the 120th Avenue Station would be occupied by the OMSF, this excludes public right-of-way.

### Response to Comment PH1-4

Opposition to alternative sites noted. Please see the responses to Common Comments 15 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH1-5

Please see the response to Common Comment 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH1-6

Please see the responses to Common Comments 11, 13, and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH1-7

Opposition to the SR 520 Alternative due to the displacement of local businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH1-8

Please see the responses to Common Comments 11, 13 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment L2-51.

### Response to Comment PH1-9

Please see the responses to Common Comments 11, 15, and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH1-10**

Please see the responses to Common Comments 11 and 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment L1-1.

**Response to Comment PH1-11**

Please see the responses to Common Comments 15 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH1-12**

Please see response to Comment L2-51. Please also see the responses to Common Comments 15 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH1-13**

Opposition to the Preferred Alternative has been noted. Please see response to Comment L1-1.

**Response to Comment PH1-14**

Please see response to Comment L2-2.

**Response to Comment PH1-15**

Opposition to the Preferred Alternative has been noted.

**Response to Comment PH1-16**

Please see response to Comment I47-1 and I47-2.

**Response to Comment PH1-17**

Opposition to locating an OMSF within the Bel-Red Subarea noted; see response to Comment I47-2.

**Response to Comment PH1-18**

Please see the response to Comment L3-4.

**Response to Comment PH1-19**

Comment noted. Noise impacts on wildlife in the study areas of the build alternative sites in Bellevue are presented in Chapter 3, Section 3.9, *Ecosystems* (Sections 3.9.4.2, 3.9.4.3, and 3.9.4.5), of the Final EIS.

**Response to Comment PH1-19.5**

Opposition to the OMSF being located at any of the three build alternatives in Bellevue noted.

**Response to Comment PH1-20**

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH1-21**

Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH1-22**

Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH1-23**

General approval of the project being located in Bellevue noted.

**Response to Comment PH1-24**

Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH1-25**

Opposition to SR 520 due to difficulty of relocation has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH1-26**

Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH1-27**

Comment noted.

**Response to Comment PH1-28**

Opposition to locating the OMSF in Bel-Red Subarea noted. Please see responses to Common Comments 10, 11, and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment L1-1.

**Response to Comment PH1-29**

Endangered Species Act (ESA) consultation with National Marine Fisheries Service was completed for the East Link project on December 7, 2010; and with U.S. Fish and Wildlife Service on February 23, 2011. Endangered Species Act (ESA) consultation for the OMSF was completed on June 5, 2015.

**Response to Comment PH1-30**

Please see response to Common Comment 13 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see response to Comment L1-1.

### **Response to Comment PH1-31**

Opposition to the SR 520 Alternative has been noted. Please see response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment PH1-32**

Support for the Preferred Alternative due to the lowest cost of all build alternatives, easy employee access to the site, and benefit to the Bel-Red Subarea has been noted.

### **Response to Comment PH1-33**

Support for the SR 520 Alternative over the Lynnwood Alternative in the circumstance the Preferred Alternative is found to not be feasible has been noted.

### **Response to Comment PH1-34**

Please see responses to Comment Letter I92.

### **Response to Comment PH1-35**

Please see response to Comment L1-1, O1-1, and O1-2.

### **Response to Comment PH1-36**

Opposition to all of the alternatives has been noted. Please see Chapter 5 of the Final EIS, *Public and Agency Comment Summary*, the response to Common Comment 4, which responds to the comment regarding reconsidering an alternative site around Redmond.

### **Response to Comment PH1-37**

Please see the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment PH1-38**

Support for the Preferred Alternative has been noted.

### **Response to Comment PH1-39**

Please see the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.



## Letter PH2, Lynnwood Public Hearing Transcript

June 3, 2014

Page 1

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SOUND TRANSIT  
REGIONAL TRANSIT AUTHORITY

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Operations and Maintenance Satellite Facility  
Draft Environmental Impact Statement  
Public Hearing - Lynnwood

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Taken at 3711 196th Street Southwest  
Lynnwood, Washington

DATE: Tuesday, June 3, 2014

REPORTED BY: Kristin M. Vickery, CCR, CLR 3125

1 LYNNWOOD, WASHINGTON; TUESDAY, JUNE 3, 2014

2 5:30 P.M.

3 --o0o--

4

5 MODERATOR: Hello, everyone. Welcome. We'd like  
6 to get started.

7 My name is Jeanne Acutanza and I'm your moderator  
8 this evening. I'm a community engagement professional and  
9 public facilitator. I work very hard on multi-modal  
10 projects. So I'd like to thank all of you for coming  
11 tonight.

12 And we have some elected officials. I wanted to  
13 just announce Mayor Nicola Smith is here from the City of  
14 Lynnwood. We've got Paul Roberts who is the vice chair of  
15 the Sound Transit Board as well as the Everett City Council.  
16 Loren Simmondson [sic] from the Lynnwood City Council is  
17 also here, president of the Lynnwood City Council. And  
18 Stewart Mhyre from the Edmonds School District. And I want  
19 to thank them all for coming out, lovely evening.

20 Today's public hearing is being held to receive  
21 comment on Sound Transit's proposed Link Operations and  
22 Maintenance Satellite Facility and this project's Draft  
23 Environmental Impact Statement. This hearing tonight is one  
24 of two public meetings hosted by Sound Transit about the  
25 EIS. And it complies with the National Environmental Policy

1 Act as well as the State Environmental Policy Act of 1971.

2 We are here to listen to all your comments and not  
3 be answering questions during your public testimony. This  
4 is our time to listen. If you have questions, though,  
5 please feel free to ask any of the staff in the open house  
6 area that's running along with this meeting. You walked  
7 through that as you came in.

8 The public review and comment on the Draft EIS  
9 will continue through January 23, 2014. And your comments  
10 help inform the choice between alternatives. Your comments  
11 will become part of the official record, and they will be  
12 responded to in the Final EIS.

13 I'm your moderator. I'm here to ensure that  
14 every -- the hearing is conducted in an orderly fashion and  
15 as -- and as many people as possible have an opportunity to  
16 present or comment.

17 So at this time, if you would like to sign up to  
18 speak tonight, I'd like you to -- have you sign up in the  
19 back of the room. You're welcome to.

20 In order to accommodate as many people as  
21 possible, testimony is going to be limited to three minutes  
22 per person, and we pretty strictly enforce the limit of  
23 three minutes. Our timekeeper will hold up a sign when your  
24 time is almost up.

25 So the timer, you can watch it. There's a green

1 light on when you begin speaking. When you have one minute  
2 remaining, it starts to flash. And then when the amber  
3 light comes on, you have about 30 seconds. When the red  
4 light comes on, you'll hear a short beep meaning your time  
5 is up so we'd like you to wrap it up.

6 I'm going to call three names -- names at the --  
7 at a time to speed the process along. The first name will  
8 be the next speaker. The next few names will follow in the  
9 order called and should be prepared to come up and speak.  
10 When I call your name, please come forward and speak into  
11 the microphone.

12 We have a court reporter here to -- and she'll be  
13 taking your testimony. In order to ensure accuracy of your  
14 comments, we would like to -- you to speak clearly into the  
15 microphone and not too fast.

16 Please begin by stating your name and address --  
17 spelling your last name will be very helpful -- and  
18 identifying the name of the group -- of your organization,  
19 if any, that you represent.

20 If you do not speak tonight or if you have a lot  
21 of detailed technical comments and three minutes is too  
22 brief for you, please submit written comments. There's  
23 forms in back of -- in the hallway. And just reiterate,  
24 those are just as important as oral testimony.

25 You may offer your comments on this project in

1       several ways. Sign up in the rear of the room, also welcome  
2       to do that. The court reporter will remain here through the  
3       night to the end of the hearing. And then complete a form,  
4       and leave the comment form in the comment boxes in the back  
5       of the room, so...

6               Any questions?

7               And you can also provide your comments by e-mail  
8       or through the mail. And the information to do so is in the  
9       community guide. There was information at the beginning at  
10      the sign-in desk.

11              If you'd like to testify this evening and have not  
12      signed up, please do so now.

13              Next, I'm going to introduce our panel which  
14      includes Kent Hale, senior environmental planner working on  
15      this project.

16              Kent?

17              MR. HALE: Hi. Thanks, Jeanne.

18              I just want to reiterate that we're encouraging  
19      comments on the Draft EIS in a number of ways, as Jeanne  
20      noted. If you don't wish to speak and sign up to speak,  
21      there's numerous ways you can provide comment through the  
22      end of the comment period which is June -- ends June 23rd.

23              We have comment forms. You can write those out  
24      tonight and leave them with us or take it with you and send  
25      it back to us later. You can send them in by e-mail. You

1           can send them in by written letter. Or if we close the  
2           public hearing, our court reporter will be here through the  
3           duration of the meeting. You can speak directly to her, and  
4           she'll record your comments.

5                     The other thing I'd like to note is the purpose of  
6           this comment period is to take your concerns and interests  
7           about the analysis that's presented in the Draft  
8           Environmental Impact Statement. So we've analyzed a number  
9           of issues. And what we're looking for is your feedback on  
10          clarifications, errors, concerns, that type of thing, to  
11          help inform Sound Transit Board's decision-making process as  
12          we move forward.

13                    The other thing I'd note is that all of the  
14          comments, whether they're given tonight or in writing, will  
15          be part of the formal record. They'll be responded to in  
16          writing when we publish the Final Environmental Impact  
17          Statement which would happen sometime mid -- mid to --  
18          sometime between the middle of 2015 and -- or the end of  
19          2015.

20                    So that's all I want to say.

21                    MODERATOR: I'd like to turn it over to vice chair  
22          Paul Roberts to open the meeting.

23                    MR. ROBERTS: Thanks, Jeanne.

24                    And thanks, Kent.

25                    And thanks to all of you for being here tonight.

1           At the risk of repeating, we're here to listen  
2           tonight and take your comments. I think -- Kent, correct me  
3           if I'm wrong -- June 23 is the comment deadline. So if you  
4           have additional comments and want to submit them in writing,  
5           they can be submitted up until the 23rd of June.

6           Sound Transit has prepared the Draft EIS to  
7           identify and describe potential environmental impacts  
8           associated with the alternatives. I think all of you are  
9           probably familiar with the comparison of the alternatives.  
10          And if you would like some additional information, as Kent  
11          described, that information is outside of this room on the  
12          story boards. And the staff is there to answer questions  
13          that you may have here tonight. So we invite you to ask  
14          them if you have them.

15          The EIS is first distributed as a draft document  
16          so that the public and affected tribes, agencies, and  
17          individuals and entities may review the document prior to  
18          the preparation of the Final Environmental Impact Statement.

19          The Link Light Rail Operations and Maintenance  
20          Satellite Facility -- that's a mouthful, and that's why we  
21          call it the OMSF -- that project proposes to construct and  
22          operate an OMSF facility to meet the needs of the expanded  
23          light rail fleet and the vehicles in that fleet. We call  
24          them light rail vehicles, LRVs. There's lots of acronyms in  
25          this world.



1           But to -- the OMSF facility is to house those  
2           vehicles and the maintenance operations associated with  
3           them. They've been identified in the Sound Transit 2 plan  
4           that was approved by the voters in 2008. I think many of  
5           you are aware that light rail is proposed to be at Lynnwood  
6           by 2023. So maintenance operations that are part of this  
7           valuation are really there to serve the light rail cars that  
8           will be in -- in this service by 2023.

9           The OMSF would be used to store, maintain, and  
10          dispatch light rail vehicles for the daily service by  
11          providing vehicle storage, light maintenance, cleaning,  
12          staff administration facilities.

13          Four alternative sites have been proposed and have  
14          been evaluated in this project -- they are all evaluated in  
15          the Draft EIS -- one in Lynnwood and three in Bellevue,  
16          Washington.

17          So we'll be taking public testimony tonight.  
18          We'll now take testimony from members of the audience in the  
19          order in which you have signed up to speak to us.

20          If you're planning to speak and have not signed  
21          up, please do so in the back of the room. And I think  
22          someone can raise their hand where the sign-up sheet is in  
23          case you're looking for it.

24          As a reminder, each person will have three minutes  
25          to speak. And please stay within the time allocated so that

1 we can have everyone speak to us that wishes to speak. And  
2 you may also submit written comments, as we've explained  
3 will -- written comments are welcome until the 23rd of June.

4 We'll now call upon members of the public to  
5 provide comments.

6 MODERATOR: So the first three names are William  
7 Lider, he'd be first; Sharon Steele is next and then Loren  
8 Simmonds.

9 So Mr. Lider, don't forget to give us your last  
10 name, spell it.

11 MR. LIDER: William Lider, 2526-205th Place  
12 Southwest, Lynnwood, Washington.

13 Why are we even here tonight? Sound Transit's put  
14 forward a Draft EIS that is fatally flawed. Sound Transit  
15 cannot condemn the Edmonds School District's Cedar Valley  
16 property and its property at its proposed north end  
17 maintenance facility is worthless without the school  
18 district's consent, and the school district is an unwilling  
19 seller.

20 The project is dead on arrival. Even if the  
21 school board voted to sell their Cedar Valley site to Sound  
22 Transit, there would likely be a recall effort launched to  
23 remove the members of the school board who voted for the  
24 sale.

25 There is extreme prejudice in the local community

PH2-1

PH2-2

1 for a rail maintenance facility next to a residential  
2 property due to noise, light, and other environmental  
3 concerns.

4 I'm quite supportive of light rail transportation  
5 and Sound Transit's extension to the north end. But quite  
6 frankly, somebody at Sound Transit needs to have their head  
7 examined for proceeding with this fatally flawed EIS.

8 At this point in time, Sound Transit has no viable  
9 option for a maintenance facility in Lynnwood, and you are  
10 simply wasting our time and taxpayers' money pursuing this  
11 fatally flawed project.

12 As a professional civil engineer, I've helped  
13 design major portions of the Link light rail down Martin  
14 Luther King Way and the city of Tukwila. I know the  
15 problems unique to light rail.

16 Originally, light rail was only funded as far as  
17 south -- as the Southcenter Boulevard station over a mile  
18 north of SeaTac Airport. Sound Transit did the right thing  
19 there and went back to the voters and got additional funding  
20 approved to extend the light rail all the way to the  
21 airport, major hub and logical endpoint destination.

22 As an alternative to the currently flawed project,  
23 I urge Sound Transit to evaluate the property that I've  
24 shown up there on my board that's bounded by I-5 to the east  
25 and south and Alderwood Mall Parkway to the west and SR525

PH2-2  
cont'd

PH2-3

1 to the north. That drawing is to scale and shows the  
2 current layout of the maintenance facility from your own  
3 drawings. With only a few minor design tweaks, this site  
4 would meet Sound Transit's needs for a maintenance facility.

5 Much of the property east of the Alderwood Mall  
6 Parkway between the Watermark Credit Union and Target store  
7 is currently underdeveloped and under private ownership  
8 subject to condemnation and street vacation. There is no  
9 residential properties nearby, so noise is not an issue.  
10 The site is flat and totally covered with impervious  
11 surface, so environmental impacts and grading costs are  
12 minimal.

13 The Alderwood Mall would be an ideal destination  
14 point and a logical temporary rail terminus. The station  
15 construction could be combined with the maintenance  
16 facility.

17 MR. ROBERTS: Excuse me, Mr. Lider. Could you --  
18 I was just going to let you wrap up.

19 MR. LIDER: Okay. I got two more paragraphs.  
20 I'll be -- I'll be done here quickly. I think there's only  
21 about three other people that signed up.

22 MR. ROBERTS: Well, that -- okay. Go ahead.

23 MR. LIDER: It appears that much of the property  
24 is about to be redeveloped there, so Sound Transit needs to  
25 act promptly if it wants to secure the development rights

1           there.

2                       So in conclusion, I urge Sound Transit to  
3           immediately withdraw its fatally flawed DEIS from the Cedar  
4           Valley maintenance facility and go back and obtain  
5           additional funding and a evaluate potential Operation and  
6           Maintenance Facility station at the Alderwood Mall.

7                       Thank you.

8                       MR. ROBERTS: Thank you.

9                       MODERATOR: Next we have Sharon Steele.

10                      MS. STEELE: My name is Sharon Steele,  
11           S-T-E-E-L-E. I work on the site in question at 20311-52nd  
12           Avenue West. And I really appreciate progress and the light  
13           rail coming to Lynnwood, but I'm violently opposed to a  
14           Lynnwood site for the operations and maintenance yard for a  
15           couple of reasons. And I'll probably make up -- or I'll be  
16           shorter than Mr. Lider.

PH2-4

17                      No. 1, there's a very long-established  
18           neighborhood there on this site which would be disrupted.

PH2-5

19                      Second reason, there's a public building on the  
20           site with six agencies, and we've already witnessed  
21           disruption caused by just moving one of those agencies, and  
22           it's been substantial.

PH2-6

23                      And there's a long-established wetland in the area  
24           which would be environmentally impacted.

PH2-7

25                      And not to mention, the Edmonds School District

PH2-8

1 issue which Mr. Lider brought up very vocally.

2 And finally, a viable site already exists. In  
3 fact, three of them already exist on the east side in an  
4 industrial area which would not have the same kind of  
5 environmental impact as the Lynnwood site.

6 I think rail lines will be progress, but they will  
7 be enough of a disruption. So I would like to enter my  
8 comments for opposing this site.

9 MODERATOR: Thank you.

10 Next we have Loren Simmonds, and after that  
11 Stewart Mhyre.

12 MR. SIMMONDS: Good evening. My name is Loren  
13 Simmonds, and I am the city council president representing  
14 the City of Lynnwood this evening. On behalf of the City of  
15 Lynnwood, I would like to thank you for the opportunity to  
16 provide comments.

17 The proposed OMSF plays a critical role in the  
18 region's growing transportation network, and the siting of  
19 this facility is not an easy decision. The City of Lynnwood  
20 has been engaged throughout the environmental review process  
21 and will continue to do so. We've gone on record, at least  
22 several times, opposing the OMSF alternative within or  
23 community.

24 The information that has come forth in the  
25 environmental review also documents the negative impacts on

1 the long-term operations of the entire Sound Transit system.

2 The following is a summary of the City's concerns:

3 One, the proposed Lynnwood site is located  
4 directly across the street from an existing neighborhood  
5 containing hundreds of affordable homes. Existing  
6 lower-income residents in Lynnwood will suffer the impacts  
7 of OMSF. And alternative sites are available that do not  
8 have the adjacent residential development.

PH2-10

9 Two, the proposed OMSF would displace the existing  
10 Washington State Department of Social and Health Services  
11 from a location that is highly utilized within the immediate  
12 vicinity and region. Relocation of this facility would  
13 impact those most vulnerable.

PH2-11

14 Three, those proposed uses would impact the  
15 adjacent wetland and habitat relating to Scriber Creek as  
16 well as Scriber Creek Park. The Scriber Creek drainage  
17 basin currently experiences flooding, and it would be made  
18 worse in a storage capacity if this development is allowed  
19 to go forward.

PH2-12

20 Four, the Lynnwood site creates multiple operation  
21 deficiencies as stated in the DEIS. These impacts include:  
22 A, reduced evening headways; B, vehicle rotation  
23 inefficiency; C, tunnel restrictions; D, service disruption;  
24 and, E, higher acquisition billing and operational cost for  
25 an alternative with many operational disadvantages.

PH2-13

1           The Lynnwood Council, as you may already know, has  
2       passed Resolution 2012-17 requesting that Sound Transit  
3       remove this alternative for consideration.

PH2-14

4           My good people, that concludes my comments. Thank  
5       you.

6           MR. ROBERTS: Thank you.

7           MODERATOR: Next we have Stewart Mhyre. And after  
8       Stewart, we have Lisa Lotz.

9           MR. MHYRE: Hi. I'm Stewart Mhyre. Mhyre is  
10      M-H-Y-R-E. I'm the executive director for business  
11      operations for the Edmonds School District, 20420-68th  
12      Avenue West here in Lynnwood.

13          We believe light rail coming to the community will  
14      bring great expansion, great opportunities. However, the  
15      OMSF has some issues.

16          And as I have stated in previous public testimony  
17      representing the school district, we have plans for our  
18      site. Those plans have been in place since 2006. With the  
19      passage of the bond issue in February that was overwhelming  
20      approved and supported by our community, we now have funding  
21      to move forward with our plans to move our transportation  
22      and maintenance facility from its current location on  
23      Alderwood Parkway to the site on 52nd Avenue. We've begun  
24      to engage the City of Lynnwood, architects, and we will be  
25      moving forward with our facility.

PH2-15



1           As the DEIS points out, the Lynnwood site is the  
2           most expensive to acquire, most expensive to run. We  
3           believe that the alternatives in Bellevue will be the much  
4           more -- a better place for the OMSF.

5           Thank you.

6           MR. ROBERTS: Thank you.

7           MODERATOR: Next we have Lisa Lotz. Then after  
8           Lisa, we have Mike McClure.

9           MS. LOTZ: I'm Lisa Lots, L-O-T-Z. I live on  
10          200 -- or 54th and 206th. So as the representative from  
11          Edmonds School District mentioned that there has been plans  
12          for many years to house the transportation center there.  
13          And I see it, we've just be trading one transportation  
14          center for another transportation center. So I look at the  
15          environmental impact of both of these.

16          So we have diesel buses driving on the streets  
17          versus electric trains. So I feel that there is a lesser  
18          environmental impact to have the electric trains than to  
19          have diesel buses.

20          Thanks.

21          MODERATOR: Great.

22          Next we have Mike McClure.

23          If anyone else would like to sign up, that now  
24          would be a great time to have you sign up in the back of the  
25          room. Thanks.

PH2-16

1 MR. MCCLURE: Hello. My name is Mike McClure.

2 I'm a partner at MJR Development.

3 And we're the owner of the three-story, previously  
4 mentioned building of 72,000 square feet on the site. It's  
5 located at the 20311-52nd Avenue in Lynnwood. And we also  
6 own two of the adjacent properties, which we have plans,  
7 which are also funded and ready to go, for 50,000 square  
8 feet next door. We also developed the project right next  
9 door too that houses Mayes Testing Engineers as well as the  
10 RICE Group.

11 A few statistics on the building, the 72,000  
12 square foot building. It currently houses multiple state  
13 agencies, including the Department of Social and Health  
14 Services as well as the Department of Children and Family  
15 Services, and has since we built it many years ago.

16 About 250 people work there, one of which spoke  
17 tonight. And they service thousands of people from north  
18 King County and south Snohomish County and have for many  
19 years. These people often live and shop in the area. And  
20 the community would be severely affected as well as the  
21 thousands of people that come to this building every day for  
22 social services.

23 The tenants in the surrounding area will also be  
24 affected. To one side of us is a residential neighborhood  
25 that was previously mentioned. To another side of us is the

PH2-17

PH2-18

1 Edmonds School District property, which we coincidentally  
2 sold to them.

PH2-18  
cont'd

3 And there are -- we have personal experience with  
4 the wetlands on the property. Ironically, we spent a whole  
5 lot of time and money protecting the wetlands and adhering  
6 to the codes during the permit process. I have lots of  
7 information on that, if you would like.

PH2-19

8 But the environment would be significantly  
9 affected as many of the studies have shown, as we had to  
10 deal with in our development. The water, air, the soil,  
11 noise, the ecosystems, they all exist on this site. Parks  
12 and wetlands would also be affected.

PH2-20

13 So also surrounding us is the Edmonds School  
14 District property that I mentioned as well as two other  
15 businesses that would be displaced, Mayes Testing Engineers  
16 and the RICE Group, which is a project we also developed a  
17 few years ago. These are businesses that are vested in the  
18 Lynnwood community, and would be -- actually own their own  
19 buildings, and would be displaced as a result of this  
20 project.

PH2-21

21 So, in effect, you're affecting, with this  
22 location, hundreds of employees, thousands of people that  
23 come here every day for family services and social services,  
24 as well as hundreds of people that shop and live in the area  
25 every day.

1 Thank you for the opportunity to comment.

2 MR. ROBERTS: Thank you.

3 MODERATOR: Thank you.

4 Is there anyone else that would like to step  
5 forward? Anyone else that has comments?

6 MR. ROBERTS: If I may, Jeanne?

7 I would say that if anyone wishes to provide  
8 further comments, I think we said we're prepared to do that  
9 and have a court reporter to do that.

10 But I would like to say to all of you for being --  
11 thank you for being here tonight. And I would like to say  
12 how much -- on behalf of Sound Transit, how much we  
13 appreciate the relationship that we've had with the City of  
14 Lynnwood in building this project, the City staff and the  
15 City administration, and -- and the ongoing dialogue we've  
16 had with your council. And your council president was here  
17 tonight. He has -- he has certainly communicated with us at  
18 Sound Transit.

19 As I say, we're in listening mode and will be  
20 until the end of this month. But our job is to take the  
21 communication that we get from your community, from all of  
22 you, and then bring that forward as the record. And Sound  
23 Transit Board will be making this decision sometime this --  
24 later this year. Whether it's July or August, or exactly  
25 the date, that hasn't been determined yet. And that will be

1       determined, in part, by the comments we receive and the  
2       information we receive through this environmental review  
3       process and the hearings that we have scheduled, both here  
4       and in Bellevue.

5               So I -- I don't want to stop anyone from telling  
6       us anything that you want to tell us, but I also want to  
7       invite you to either provide that information tonight or  
8       provide it on the record by the 23rd of June, which is the  
9       comment deadline.

10              MODERATOR: Thank you. And we'll be here waiting  
11       for additional comment. Otherwise, thank you.

12              MR. ROBERTS: Thank you.

13              MS. GUHL: Paula Guhl. And my comment as of --  
14       after reading the -- everything, I would have to agree with  
15       what most everyone else has said regarding the Lynnwood  
16       site. I don't think it's a good site, all of the homes  
17       nearby and with the wetlands and with the school district's  
18       property.

19              And I just want to make sure that this record  
20       shows that there are a lot of people here in Lynnwood who  
21       have looked at the Lynnwood site and also gone to the  
22       Bellevue site and believe the Bellevue site is much better.

23              MR. ROBERTS: If I may just have your attention  
24       for just one second. Could I get your attention for just  
25       one second.

PH2-22

PH2-23

1           One of the documents that we had here tonight for  
2       written comments indicates that the comment deadline is  
3       July 23. I think most of you heard me say, multiple times,  
4       it's June 23. The July 23 on this sheet is a typo, so it  
5       doesn't change the -- I don't want anyone to be misinformed.  
6       June 23 is the comment deadline. So this -- notwithstanding  
7       this typo, June 23 is the comment deadline for comments --  
8       written -- submittal of written comments on the  
9       environmental review.

10                               (Proceedings concluded at 7:30 P.M.)

11                               -o0o-

C E R T I F I C A T E

I, the undersigned officer of the Court and Washington Certified Court Reporter, hereby certify that the foregoing proceeding was taken stenographically before me and transcribed under my direction;

That the transcript of the proceeding is a full, true and correct transcript of the testimony, including questions and answers made and taken at the time of the foregoing proceeding;

That I am neither attorney for nor a relative or employee of any of the parties to the action; further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially interested in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this day of , 2014.

Kristin M. Vickery  
Certified Court Reporter, 3125

## **Responses to Letter PH2, Lynnwood Public Hearing Transcript**

### **Response to Comment PH2-1**

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment PH2-2**

Please see response to Comment L2-67.

### **Response to Comment PH2-3**

Please see responses to Comment Letter I72.

### **Response to Comment PH2-4**

Opposition to the Lynnwood Alternative has been noted.

### **Response to Comment PH2-5**

Concerns regarding neighborhood disruption under the Lynnwood Alternative have been noted. Impacts on neighborhoods and residents are addressed in Chapter 3, Section 3.5, *Social Impacts, Community Facilities, and Neighborhoods*, of the Final EIS. Please also see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS for impacts on residents in the vicinity of Lynnwood Alternative.

### **Response to Comment PH2-6**

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to the comment regarding impacts on the Department of Social and Health Services building.

### **Response to Comment PH2-7**

Impacts on wetlands from the Lynnwood Alternative are presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS. Please see response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment PH2-8**

Comment has been noted. Please see response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to the comment regarding Edmonds School District.

### **Response to Comment PH2-9**

Opposition to the Lynnwood Alternative has been noted.



**Response to Comment PH2-10**

Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS for impacts on residents in the vicinity of Lynnwood Alternative.

**Response to Comment PH2-11**

Please see Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS, which responds to the comment regarding impacts on the DSHS building.

**Response to Comment PH2-12**

Analysis of impacts on Scriber Creek and Scriber Creek wetlands is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS. Impacts on Scriber Creek Park are presented in Chapter 3, Section 3.18, *Parklands and Open Space* (Section 3.18.4.6) of the Final EIS. Appendix E, *Ecosystems Technical Report*, acknowledges the potential for loss of flood storage capacity functions due to fill placement in Scriber Creek wetland. Please also see response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH2-13**

Chapter 4, *Alternatives Analysis*, of the Final EIS describes the operational advantages and disadvantages of the Lynnwood Alternative compared with other alternatives.

**Response to Comment PH2-14**

The City of Lynnwood's opposition to siting the OMSF at the Lynnwood Alternative site has been noted.

**Response to Comment PH2-15**

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH2-16**

Comment in support of having an OMSF with electric trains versus Edmond's School District facility with diesel buses is noted.

**Response to Comment PH2-17**

Please see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH2-18**

Please see responses to Common Comments 9 and 29 in Chapter 5 of the Final EIS, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH2-19**

Impacts on wetlands resulting from the Lynnwood Alternative are presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS. Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH2-20**

Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.6), of the Final EIS presents an analysis of impacts on Scriber Creek and Scriber Creek wetlands. Impacts on Lynnwood parks are presented in Chapter 3, Section 3.18, *Parklands and Open Space* (Section 3.18.4.6).

**Response to Comment PH2-21**

Opposition to the Lynnwood Alternative due to the displacement of businesses has been noted. Please see response to Comment B13-1.

**Response to Comment PH2-22**

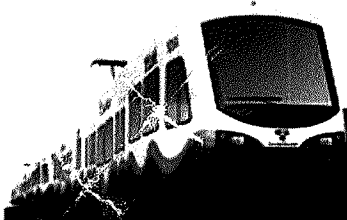
Opposition to the Lynnwood Alternative due to its proximity to homes, impacts on wetlands, and potential conflicts with the Edmonds School District's property plans has been noted. Please see response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS for impacts on residents in the vicinity of the Lynnwood Alternative.

Regarding the Edmonds School District plans, please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Please also see the response to Common Comment 21 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS regarding wetland impacts at Scriber Creek.

**Response to Comment PH2-23**

Support of the three build alternatives located in Bellevue over the Lynnwood Alternative has been noted.

## Letter PH3, Bellevue Public Hearing Comment Forms



## OMSF Draft Environmental Impact Statement Public Hearing

### Operations and Maintenance Satellite Facility Comment Form

Letter PH3

Open House Review and Comment 5 p.m. – 7:30 p.m., hearing begins at 5:30 p.m.	
<b>LYNNWOOD PUBLIC HEARING</b> <b>Tuesday, June 3, 2014</b> Lynnwood Convention Center 3711 196th Street SW, Lynnwood	<b>BELLEVUE PUBLIC HEARING</b> <b>Thursday, June 5, 2014</b> Coast Hotel Bellevue 625 116th Ave NE, Bellevue

Thank you for attending tonight's open house and public hearing. Sound Transit is dramatically expanding the region's Link light rail system and a facility to store and maintain the new light rail vehicles must be built by 2020. Sound Transit and the Federal Transit Administration have published the DEIS for the Link light rail Operations and Maintenance Satellite Facility (OMSF). **The review and comment period for the OMSF Draft EIS is between May 9 and June 23, 2014.**

The full analysis of impacts is available in the Draft Environmental Impact Statement document available here tonight and online: [www.soundtransit.org/OMSF](http://www.soundtransit.org/OMSF)

Please share your comments below.

Use the 5<sup>TH</sup> ALTERNATIVE UNTIL A  
LONG TERM GROWTH SOLUTION IS  
PROPOSED.

See ATTACHED.

PH3-1

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### Submit Comments by Email or Mail

To ensure your feedback is considered, **all comments not submitted tonight must be submitted by mail or email by July 23, 2014**, and include your name with return mailing address.

**Comment by email:** omsf@soundtransit.org

**Mail:** Attention OMSF DEIS Comments

Sound Transit (Central Puget Sound Regional Transit Authority)

Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

*If you would like to receive project updates, please provide the following:*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Email Address: \_\_\_\_\_

**Contact us:** For more information, or to request a briefing for your organization, contact Community Outreach staff at [Jenna.franklin@soundtransit.org](mailto:Jenna.franklin@soundtransit.org) or 206-903-7752.

### How are we doing?

We're always looking for ways to improve how we keep you informed and how we can best get your feedback. Please take a moment to fill out this survey:

	Completely disagree	Mostly disagree	Indifferent	Mostly agree	Completely agree
It's easy to contact ST staff when I have a question or an issue					
Sound Transit responds to my questions and concerns					
Sound Transit invites involvement on decisions about the project (Circle the answer that is most appropriate)	ST keeps me informed about what's going on	ST asks for my input and considers it when making decisions	ST acts on the input I provide	ST works with me to come up with a solution to issues	ST directly involves me in making decisions about the project



## OMSF Draft Environmental Impact Statement Public Hearing

### Operations and Maintenance Satellite Facility Comment Form

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Please share your comments below.

OWNER PROPERTY ADDRESS: 13217 - 13265 NE 20th ST  
OR BELLEVUE PROPERTIES, LLC - 4.2 Acre parcel, 63,000 sq  
RETAIL BUILDINGS.

OUR CONCERN IS WITH THE LOCATION OF ALT #4 (520).  
WE ARE CONCERNED THAT INDUSTRIAL USE IN THIS LOCATION  
WOULD DECREASE PROPERTY VALUE AND SYNERGY. PH3-2

#2 - BOFF CREEK IMPACTS BY PROXIMITY TO INDUSTRIAL PH3-3

#3 - REDUCED RETAIL TRAFFIC / DESTINATION STOPPING  
BY REDUCING RETAIL LAND. PH3-4

ERIC HANSEN  
206 604 7941  
eric@hansencre.com

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**Mail:** Attention OMSF DEIS Comments

Sound Transit (Central Puget Sound Regional Transit Authority)

Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

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Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

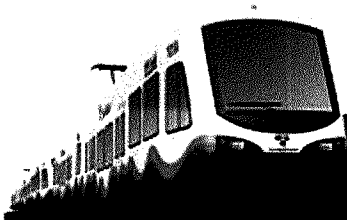
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## OMSF Draft Environmental Impact Statement Public Hearing

### Operations and Maintenance Satellite Facility Comment Form

Open House Review and Comment 5 p.m. – 7:30 p.m., hearing begins at 5:30 p.m.	
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Please share your comments below.

The number 2 & 3 selection makes sense.  
#4 displaces long established businesses and  
will disturb sensitive creek sites.

If the Lynnwood schools will allow the sale of  
their land that also makes much more sense  
than the #4 selection.

Thanks

PH3-5



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Sound Transit responds to my questions and concerns					
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## Operations and Maintenance Satellite Facility Comment Form

PH3-6

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## Responses to Letter PH3, Bellevue Public Hearing Comment Forms

### Response to Comment PH3-1

Support for the 5th Alternative has been noted; however, it is unclear from the comment to what the 5th Alternative is referring.

### Response to Comment PH3-2

Opposition to SR 520 Alternative due to impacts on property values has been noted. Please see the responses to Comment O10-9, above, and Common Comment 10 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH3-3

Analysis of the impacts on Goff Creek is presented in Chapter 3, Section 3.9, *Ecosystems* (Section 3.9.4.5), of the Final EIS. Please see the response to Common Comment 26 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH3-4

Opposition to the SR 520 Alternative due to the displacement of local businesses has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. As described in Chapter 3, Section 3.3, *Land Use*, of the Final EIS, new retail establishments would be developed near the SR 520 Alternative site as properties redevelop in the Bel-Red Subarea.

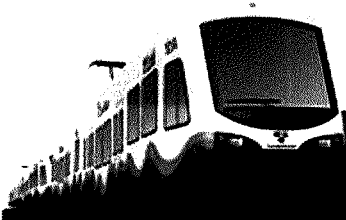
### Response to Comment PH3-5

Support for the Preferred Alternative, BNSF Modified Alternative, and Lynnwood Alternative (if the sale of the Edmonds School District property occurs) over the SR 520 Alternative has been noted.

### Response to Comment PH3-6

Support for the build alternatives located in Bellevue has been noted.

## Letter PH4, Lynnwood Public Hearing Comment Form



# OMSF Draft Environmental Impact Statement Public Hearing

## Operations and Maintenance Satellite Facility Comment Form

Letter PH4

Open House Review and Comment 5 p.m. – 7:30 p.m., hearing begins at 5:30 p.m.

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Please share your comments below.

My name is Christopher Ray and I am a resident of 13112 NE 31st Place in the Bridle Trails neighborhood of Bellevue. I am greatly concerned by the potential impact of the SR520 alternative location for the OMSF. This location would displace a vibrant and well-maintained retail shopping center, which is also the gateway ~~to~~ to the Bridle Trails neighborhood, and replace it with a rail yard and maintenance facility that I greatly fear will negatively impact both the property values and the quality of life of local residents in the area. In my view, the light rail should be constructed underground, and any maintenance facility should be located in ~~an~~ an industrial zone. That is emphatically not the case of the 520 alternative. Having just purchased my first home, I fear that, if this location goes forward, I and my neighbors will bear the cost. Please consider the local conditions when making this decision, and the impact on those conditions, and on the local residents. ~~Thank you.~~ While I would prefer the facility ~~not~~ to be located on the East side, it seems to me that, between the BNSF and 520 locations, the BNSF location would generate far less of a negative impact.

PH4-1

PH4-2

PH4-3

PH4-4

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Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

*If you would like to receive project updates, please provide the following:*

Name: Christopher Ray

Address: 13112 NE 31st Place

City, State, Zip: Bellvue, WA 98005

Email Address: cjr452002@yahoo.com

**Contact us:** For more information, or to request a briefing for your organization, contact Community Outreach staff at [Jenna.franklin@soundtransit.org](mailto:Jenna.franklin@soundtransit.org) or 206-903-7752.

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Please share your comments below.

I am against having the OMSF located in Lynnwood, at the current proposed site. The site is already ~~at~~ in the process of being the Edmunds School Dist. administration center and bus barns. The district has already invested a lot of money in the property and also the people have already voted to have it there. Also I think the OMSF should be located in one place, not two as I understand it, if it is located in Lynnwood there will still need to be another OMSF in Bellevue. I realize probably no one wants this in "their" neighborhood, but it needs to be in a more industrial area.

I am very glad that Sound Transit is coming to Lynnwood and I can not wait to use it!

PH4-5



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Sound Transit (Central Puget Sound Regional Transit Authority)

Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

If you would like to receive project updates, please provide the following: *I think I am already on the list*

Name: Sandy Phillips

Address: 4116 189th Pl SW

City, State, Zip: Lynnwood WA 98036

Email Address: mumsee8@hotmail.com

**Contact us:** For more information, or to request a briefing for your organization, contact Community Outreach staff at Jenna.franklin@soundtransit.org or 206-903-7752.

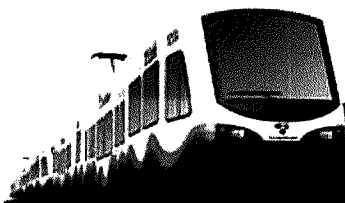
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And I appreciate having people by the displays that I can talk to, to understand and have my questions answered - thank you!

I think all of the answers are true. I have been very happy about all the info and communication from ST. I appreciate being able to come to these open houses and looking at the displays.



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Please share your comments below.

1. Please reconsider Potential Alternative #E5  
This will add some service to Redmond before  
ST3. The extra 4 mi of track is a good  
idea. Please note that the last transit  
issue to face voters lost. Voter approval of  
ST3 is not looking good. PH4-6
2. BNSF Alternative is a good choice (if not  
in Redmond). Of the 4 alternatives in the DEIS  
this one is the best. Least environmental impact  
and the best deal for the taxpayer. PH4-7
3. BNSF Modified Alternative OK. 2nd best  
of the 4 alternatives. PH4-8
4. SR520 Alternative & Lynnwood Alternative are  
really bad ideas.  
SR520 → Many of the displaced businesses here  
are automotive related. The environ-  
mental cleanup of spilled gas & oil  
will be expensive. PH4-9  
Lynnwood → Why is Sound Transit picking  
a fight with the Edmonds School District?

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Seattle, WA 98104-2826

*If you would like to receive project updates, please provide the following:*

Name: Mark Byrski

Address: 16620 SE 15TH

City, State, Zip: Bellview WA 98008

Email Address: \_\_\_\_\_

**Contact us:** For more information, or to request a briefing for your organization, contact Community Outreach staff at [Jenna.franklin@soundtransit.org](mailto:Jenna.franklin@soundtransit.org) or 206-903-7752.

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Please share your comments below.

I say no to the Lynnwood OMSF site. This site is directly across from a residential neighborhood that has been established. This neighborhood is moderate to low income with a great variety of diversity. The site has wetlands that will be greatly impacted. The overall cost will be greater at the Lynnwood site than the Bellevue sites. The Lynnwood site is partial owned by the Edmonds School District that already has plans to build their own operations + maintenance bus facility and Administration facility.

PH4-10

No !!!

To the Lynnwood OMSF.

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Please share your comments below.

I'm conflicted. Would love to see the jobs in Sno Co but, I think this Lynnwood site has too many environmental issues and is too expensive operationally. The Bellevue sites are better.

PH4-11

That said, I'm no fan of the school district putting diesel buses on the site so if you can convince them not to - hahaha! :)

Thanks for all your hard work on this awesome and important project!

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Please share your comments below.

As a Bellevue resident & registered voter, I support the BNSF Alternative. The BNSF Modified Alternative is a poor second choice. The other alternatives are bad ideas. They have too many adverse environmental impacts and too expensive to build and operate.

PH4-12



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Please share your comments below.

- I do not think that Alternative 1 is the best location for the OMSF. ~~However~~* PH4-13
- 1. It uses 2 separate locations, requiring staffing for both locations, making it less cost effective than other options* PH4-14
- 2. It would be harmful to nearby wetlands.* PH4-15
- 3. It would take property from the Edmonds School district and force them to find another location.* PH4-16
- 4. My ~~husband~~ husband and I ~~just~~ recently bought a house across the street from the proposed location. I worry that the OMSF would lower our property values and quality of life.* PH4-17
- 5. Why put this facility in a residential neighborhood when other alternatives exist?* PH4-18

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Please share your comments below.

As long as each alternative meets the need of Sound Transit - the primary decision criteria should be estimated cost. Be conservative with our public funds.

PH4-19

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### Submit Comments by Email or Mail

To ensure your feedback is considered, **all comments not submitted tonight must be submitted by mail or email by July 23, 2014**, and include your name with return mailing address.

**Comment by email:** omsf@soundtransit.org

**Mail:** Attention OMSF DEIS Comments

Sound Transit (Central Puget Sound Regional Transit Authority)

Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

*If you would like to receive project updates, please provide the following:*

Name: Dave Perrin

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Email Address: dave@citicwa.org

**Contact us:** For more information, or to request a briefing for your organization, contact Community Outreach staff at *Jenna.franklin@soundtransit.org* or 206-903-7752.

### How are we doing?

We're always looking for ways to improve how we keep you informed and how we can best get your feedback. Please take a moment to fill out this survey:

	Completely disagree	Mostly disagree	Indifferent	Mostly agree	Completely agree
It's easy to contact ST staff when I have a question or an issue					
Sound Transit responds to my questions and concerns					
Sound Transit invites involvement on decisions about the project (Circle the answer that is most appropriate)	ST keeps me informed about what's going on	ST asks for my input and considers it when making decisions	ST acts on the input I provide	ST works with me to come up with a solution to issues	ST directly involves me in making decisions about the project



## Operations and Maintenance Satellite Facility Comment Form

William H. Lindsay  
20823-59th Place West  
Lynnwood WA 98036-7502

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**Mail:** Attention OMSF DEIS Comments

Sound Transit (Central Puget Sound Regional Transit Authority)

Union Station, 401 S. Jackson Street

Seattle, WA 98104-2826

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Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Email Address: \_\_\_\_\_

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Sound Transit invites involvement on decisions about the project (Circle the answer that is most appropriate)	ST keeps me informed about what's going on	ST asks for my input and considers it when making decisions	ST acts on the input I provide	ST works with me to come up with a solution to issues	ST directly involves me in making decisions about the project

## Responses to Letter PH4, Lynnwood Public Hearing Comment Form

### Response to Comment PH4-1

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH4-2

Please see the responses to Common Comments 8 and 20 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH4-3

Chapter 2, *Alternatives Considered* (Section 2.3.1 and Table 2-2), of the Final EIS describes suggested alternatives, including an underground OMSF, and explains why this suggestion was not advanced. Please see the response to Common Comment 15 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH4-4

Support for the Preferred Alternative over the SR 520 Alternative due to fewer negative impacts has been noted.

### Response to Comment PH4-5

Opposition to the Lynnwood Alternative has been noted. Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH4-6

Please see the response to Common Comment 4 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### Response to Comment PH4-7

Support for the Preferred Alternative, if a Redmond Alternative is not being considered, over the other build alternatives has been noted.

### Response to Comment PH4-8

Support for the BNSF Modified Alternative as a second option to the Preferred Alternative has been noted.

### Response to Comment PH4-9

Opposition to the SR 520 Alternative and the Lynnwood Alternative has been noted. Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Chapter 3, Section 3.13, *Hazardous Materials*, identifies sites with known contamination within the study area.



One known medium-risk site and two known low-risk sites were identified within a 1/8-mile radius of the SR 520 Alternative site. Sound Transit would perform a level of environmental due diligence appropriate to the size and presumed past use of the property, as well as any property in the study area before acquisition.

**Response to Comment PH4-10**

Please see the responses to Common Comments 9, 27, and 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH4-11**

Support for the three build alternatives in Bellevue over the Lynnwood Alternative has been noted.

**Response to Comment PH4-12**

Support for the Preferred Alternative over the other build alternatives due to fewer environmental impacts and costs has been noted.

**Response to Comment PH4-13**

Opposition to the Lynnwood Alternative has been noted.

**Response to Comment PH4-14**

Opposition to the Lynnwood Alternative due to higher costs than the other build alternatives has been noted.

**Response to Comment PH4-15**

Comment noted. Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH4-16**

Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH4-17**

Please see the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

**Response to Comment PH4-18**

Opposition to the Lynnwood Alternative due to the site's proximity to a residential neighborhood as compared to the other build alternatives has been noted.

**Response to Comment PH4-19**

Comment noted. Chapter 1, *Purpose and Need for the Project*, of the Final EIS explains that implementation of the proposed project would minimize system annual operating costs and support efficient and reliable light rail service.

### **Response to Comment PH4-20**

Opposition to the Lynnwood Alternative has been noted.

### **Response to Comment PH4-21**

Please see the response to Common Comment 27 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment PH4-22**

Comment noted. Please see response to Comment I21-3.

### **Response to Comment PH4-23**

Opposition to the Lynnwood Alternative due to the need for the proposed storage tracks at a separate location in Bellevue has been noted.

### **Response to Comment PH4-24**

Opposition to the Lynnwood Alternative due to highest annual cost as compared to the other alternatives has been noted.

### **Response to Comment PH4-25**

Fourteen parcels would be acquired for the Lynnwood Alternative, which would displace 14 uses. Sound Transit would provide relocation assistance to displaced businesses, as described in Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocations*, of this Final EIS. Therefore, it is likely that many of the displaced jobs would be relocated and not lost. However, the potential remains for some displaced businesses and jobs with specialized spatial needs to be required to relocate outside the city of Lynnwood. As described in Section 3.2, Sound Transit would compensate affected property owners according to the provisions specified in Sound Transit's adopted Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines (Resolution #R98-20-1). Sound Transit would comply with provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24, as amended) and the State of Washington's relocation and property acquisition regulations (WAC 468-100 and RCW 8.26). Benefits would vary, depending on the level of impact, available relocation options, and other factors.

### **Response to Comment PH4-26**

Comment has been noted. Please see the response to Common Comment 9 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

### **Response to Comment PH4-27**

Opposition to the Lynnwood Alternative and support of the three build alternatives in Bellevue has been noted. Please see the response to Common Comment 29 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS. Also, please note that the Lynnwood Alternative would not be a temporary site.

### **Response to Comment PH4-28**

Support for the Preferred Alternative over the other build alternatives has been noted.

## **SR 520 Postcard Comments**

### **Letters PC-1 through PC-56**

Comments received from individuals on a ***No Rail Yard SR 520 post card*** regarding the OMSF project are contained within this PDF.

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-1

NO!

Mike Bell Mike Bell 6/5/14  
13433 NE 20th St. Ste C Bellevue WA 98005

email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-4

Please reconsider a different location  
for the rail yard site. This business  
deal will greatly damage local  
businesses in the Plaza 520!

Shari Sniffitt Shari Sniffitt 6/5/14  
13010 NE 20th St  
sniffitt@mosaicrehab.com

email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-2

NO

13427 NE 20th St. Suite #100  
Bellevue, WA 98005  
Joni Amsted Joni Amsted 6/3/14  
address phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-5

NO

Charles Hain Charles Hain 6/3/14  
13426 NE 36th  
chushall@msn.com

email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-3

Please choose one of your alternative  
sites and save the 520 Plaza. Our  
clinic provides critical services to  
children with special needs and  
their families.

Irene Kotlik Irene Kotlik 6/14/14  
13010 NE 20th St. Suite 300 Bellevue, WA 98005  
kotlik@mosaicrehab.com 425-644-6328  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-6

NO!

Michele Partin Michele Partin 6/3/14  
13433 NE 20th St. Bellevue WA 98005  
Suite C  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-7

The businesses in this area provide  
a much needed food, gas, bank  
etc to the community.

Katie Miller *[Signature]* 6/7/14  
1555 132nd Ave NE  
Bellaire WA 98005  
k.miller@bellare.com  
206-411-9264

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-8

NO!

amanda Brattok *[Signature]* 6/3/14  
13427 NE 20th St Suite #100  
Bellaire WA 98005  
amanda.brattok@gmail.com  
206-411-9264

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-9

I oppose the Rail yard 520. I could  
lose my job due to this and as a  
single parent I couldn't afford this.

Sheri Myers *[Signature]* 6/5/14  
2127 NE 17th Place Renton WA 98056  
sherimaymyers.com  
206-241-9264

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-10

I believe the upset of all of the business  
will cause financial disadvantage to them  
for too long a period of time. There are other  
sites that don't impact as many business.

Lawrence E Duffield *[Signature]* 6/1/14  
12335 Compagnie Ave NE, Kirkland, WA 98034  
lawduffid@comcast.net  
206-412-6643

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-11

loads of existing  
concerns  
NO! PP  
o o p

George *[Signature]* 5/27/14  
13430 NE 20th St Suite D  
Bellaire WA 98005  
george@bellare.com  
206-411-9264

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-12

NO!

Teresa Sereno *[Signature]* 5/13/14  
13433 NE 20th St Suite D  
Bellaire WA 98005  
teresa.serenos@yahoo.com  
425-747-7785

# NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-13

I/rose dont build a m yntence  
Glo's here. Alt-m-1-2 4 would  
displace 2 1/2 of 2 years 1 small  
businesses

PABUS 1/6/14/14

name 1595 122.1 30 MC 6/4/14  
address 11836 102nd PL NE  
email Kdpenthi@gmail.com phone 206-201-1304

# NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-14

I have worked at MOSAIC for the past two  
years and seen first hand the tremendous support  
and services the children and families have  
received. Having to relocate would be devastating  
to many of our families and taking away  
services from ~~some~~ children in need of help. Please  
find some where else!!!

name Caitlin Sullivan 6/5/2014  
address 21649 NE 116th St Woodinville WA 98077  
email CaitHare@hotmail.com phone 425-406-1391

# NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-15

Please consider an alternative location  
for the Rail Yard. We're just getting  
settled in our clinic. It's perfectly situated  
for the kids that we help, and changing  
everything might set their therapy back months.

Elizabeth Schneider 6/4/14  
name 7360 N. 79th St. Basement Apt. Seattle, WA 98103  
address eschneider85@yahoo.com 980-622-8131  
email phone

# NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-16

As a pediatric OT and parent of a child  
with special needs who receives services  
at Mosaic, I am opposed to SR 520.  
Mosaic provides crucial services to children with  
severe needs. Change is very difficult for many  
of the children served at Mosaic and our location  
makes our services accessible to everyone.

name Kristen Barron 6/4/14  
address 11836 102nd PL NE, Kirkland, WA 98034  
email Kdpenthi@gmail.com phone (239)248-6822

# NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-17

You can't let this happen, we need  
Mosaic Children's clinic in this area.

Diane Keck-Katons 5-31-14  
name 9448 51st Ave SW  
address dianekeck@hotmail.com 206-544-9112  
email phone

# NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-18

I don't feel either Bellevue location is appropriate  
for a rail yard. The Northrup property off 520 (Plaza  
520 to Aurora) is not cost effective it will displace needed  
businesses. The property behind Barrier Audi is better  
suited for residential.


Elina M. Duffield 6/11/2014  
name 11239 Champagne Pl. Rd. NE Kirkland 98034  
address LiDuffield@comcast.net 206-779-5046  
email phone



**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-19

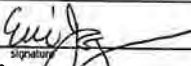
NO REASON TO DISMANTLE THE THRIVING BUSINESS COMMUNITY ON  
NE 20TH ST WHEN THE BNSF LOCATION WOULD SUFFICE.  
I STRONGLY DISAGREE WITH SITE 4 BEING CONSIDERED.

GREG MCGUINN  6/3/14  
name  
PO BOX 8318 KIRKLAND WA 98034 date  
address  
listerman@comcast.net (800) 517-0272  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-22


NO!

ERIC JORGENSEN  6/3/14  
name  
13427 NE 20th St #102 date  
address  
ERICKJORGENSEN@HOTMAIL.COM 425 206-2337  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520 PC-20  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

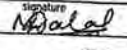
Do not take away the small businesses!

Amy Terziyski  6-5-14  
name  
13238 NE 20th St Bellevue date  
address  
brotoe@yahoo.com 206 617 0727  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520 PC-23  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

This potential site is adversely going  
to impact many businesses in the area.  
Particular it would be devastating  
for Mosaic children's therapy clinic  
all those children & families in  
need who are served there.

Mansi Dalal  6/4/14  
name  
M Dalal date  
address  
323-336-1991  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520 PC-21  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.


Pick Lynnwood as this  
option is not viable for  
the countless businesses  
including those who benefit  
from important autism therapy

Larry Snyder  
17412 NE 31st Ct. Redmond WA 98057  
name  
address  
larry@larrysnyderauction.com 206-407-7620  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520 PC-24  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

NO!

Terre Olson  6/3/14  
name  
1333 130 Ave NE Bellevue WA 98005 date  
address  
terre@uniquarbglass.com 206 617 0571  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-25

Why Relocate So Many Businesses When There  
Is One Other Option With Better/Less  
Impact.

Justin Cox 6/11/14  
name 3444 140th Ave Bellevue WA 98005  
address  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-26

To Whom it may concern,  
I strongly oppose the rail yard  
coming to Bellevue. I work at Plaga/520  
Business Park & will be greatly effected if this  
passes.

Julie Jacobson 4/4/14  
name 11841 NE 162nd Lane  
address jul.jake@hotmail.com (206) 334-8521  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-27

We need the Mosaic Children's  
Clinic in this area

Kevin Katona B Kevin Katona 5-31-14  
name 9848 51st Ave SW  
address bkk1718@comcast.net 206-200-2758  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-28

Too costly to move/relocate these  
businesses. i.e. mosaic is critical to  
the mental health of their patients and  
finis not open is not an option

Suzanne Hight 6/3/2014  
name 7900 SE 28th Street #200  
address (206) 236-6667  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-29

This is the wrong location for this  
facility

Col Scors 6-03-14  
name  
address  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-30

The impacts to the affected businesses  
is disturbing. Bellevue needs  
Mosaic Children's Clinic at its current  
location. Imminent domain doesn't cover  
the true costs for business relocations

Jeannine Alexander Jeannine Alexander 5/31/14  
name 12690 NE 10th Pl 104 Bellevue WA 98005  
address ninivon@hotmail.com 206 9791352  
email phone

# NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-31

No, a light rail system maintenance yard should  
not be added to one of the nicest business parks  
in the Bel-Red area. A maintenance yard would  
greatly affect, not for the better, the NE 20th

Ron Nelson *Ron Nelson* 6/5/14  
name signature date  
475 91st Avenue SE Mercer Island, WA 98040  
address  
RONALD.N@HAASCH.COM 425-619-8000  
email phone

# NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-34

This proposal will disrupt and displace  
too many established businesses.

Brian Gullford *Brian Gullford* 6/1/14  
name signature date  
620 SW 307th St Kent, WA 98023  
address  
bengull1.tord@gmail.com 206-592-2891  
email phone

# NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-32

I worry that the proposed location at  
NE 20th st. will negatively impact the  
local economic situation including local tax  
revenue

Nicholas Merryman *Nicholas Merryman* 03 JUN 14  
name signature date  
654 165th Ave NE Bellevue, WA 98008  
address  
n-merryman2000@yahoo.com 805-512-2778  
email phone

# NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-35

DISRUPTS TOO MANY BUSINESSES  
INCLUDING IMPORTANT CLINICS.  
NOT A GOOD LOCATION.

DAN LINTHICUM *Dan Linticum* 5-30-14  
name signature date  
1350 INDEX AVE NE REWTON, WA 98056  
address  
DAN.LINTHICUM 2538383231  
email phone

# NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-33

NO RAIL YARD  
AT 520  
ON IN BELLEVUE

Rob Anderson *Rob Anderson* 6/5/14  
name signature date  
1601 - 502 Ave NE Bellevue WA  
address  
rob@haasch.com 206-5486607  
email phone

# NO RAIL YARD SR 520

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4. PC-36

*San Laell*  
name signature date  
6/3/14  
address  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-37

As to SR 520 Alternative  
IT would displace my  
Business

*Andrew Duffield*

6/2/14

address  
email *aduffield@mosaic.com* phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-38

*Talissa*

*Immaculata 4/3/2014*

address phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-39

*NO!!!*

*Mimi Grant 4/3/14*  
name *13427 Ne 20th st #100 Bellevue 98005*  
address  
email *425-603-1080* phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-40

*NO!*

*Anthony Phinikilavara*

6/03/14

address *13421 Ne 20th Bellevue WA 98005*  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-41

*MOSAIC is home to a unique  
set of services for special  
needs kids, birth - teen on  
the Autism Spectrum, learning  
disabilities, etc.*

*Cindy Angelo 6/5/14*  
name *168201 Broadway Rd Bothell, WA 98011*  
address *msangelola 2068526968*  
email *comcast.net* phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-42

*NO!!!*


*LISA SABIN 5/3/14*  
name *700 112TH AVE NE SUITE 100*  
address *Bothell, WA 98004*  
email *206-920-2247* phone  
*lisa.sabin@windermere.com*

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-43


I oppose this because it  
would disrupt too many needed  
businesses. i.e. Mosaic  
Not a good location.

Arden James  6/1/14  
name  
1812 19th Ave, #209 Seattle, WA 98122  
address  
arden.alex@hot.mail.com 206-353-  
email phone  
3436

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-44

AND... on top of Mosaic Boeing Credit Union  
is not part of Boeing, it is all about pay  
in the community, you are hitting all our  
pocket books because of their recent high dollar  
remodel... be responsible because that is  
your job, chose not to tear down businesses  
Diane Keck-Katon  6/1/2014  
name  
9848 51st Ave SW  
address  
diane.keck@hot.mail.com 206-544-9112  
email phone

**NO  
RAIL  
YARD  
SR 520**

**STAND UP AND BE COUNTED!**

Sound Transit has Identified our property (all of Plaza 520 PLUS the  
adjoining properties all the way up to and including the Acura Dealership)  
as a possible site for its future 25-acre Eastside Link Light Rail Operations &  
Maintenance Facility. Let Sound Transit know you are opposed to SR 520!

Go to [www.norailyard520.org](http://www.norailyard520.org) to learn more and take action!

Write your comments on this  
card and connect with me  
directly at:

Rob Aigner  
13228 NE 20th St., Suite 300  
Bellevue, WA 98005 • 425.974.3200  
[rob@norailyard520.org](mailto:rob@norailyard520.org)  
[www.norailyard520.org](http://www.norailyard520.org)



**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-45

Losing Mosaic would negatively impact  
so many families that are in need

Jennifer Jessup  6/6/2014  
name signature date  
address  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-46

Mosaic childrens therapy clinic  
is a vital resource to this community  
and a critical part of so many  
special kids lives and development.  
Keep them here!


Megan Larson  6/4/14  
name signature date  
300 228th Pl SW Bothell WA 98021  
address  
mlarson@hotmail.com 206-550-4991  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-47

I would like to see these current communities  
can still to serve the communities. Mosaic  
has been helped out son and our family to  
outgrow his limitation


Mengke Li  6-13-2014  
name signature date  
16718 242nd Pl NE, Redmond WA 98053  
address  
mengkel@hotmail.com 425-761-9851  
email phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-48

Mosaic Children's Therapy has been an absolute  
lifeline for our family. Our son Gavin has  
learned how to talk and interact with others  
during therapy. Alt. 4 would be devastating to  
this valuable community resource, as well as  
many other businesses in the area. Please find a

Mary Lorette Beck  6/11/14  
name signature date  
1542 Union Ave NE Renton, WA 98059  
address  
lorettebeck@gmail.com 1800-664-4078  
email phone

new location for the rail yard!

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-49

This is not an appropriate place  
for a rail yard. We need this  
location for mosaic & other businesses

Ezra SARKISOVA *Ezra Sarkisova* 6/20/14  
18680 NE 55th Way Redmond WA  
206-753-9220  
ezras07@gmail.com

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-51

My child has special needs and comes to  
Mosaic for Speech Therapy and Occupational Therapy.  
He does not transition very well and if we have to  
move to a different location it will take a toll  
on us at home to try to deal with the frustration  
and confusion on top of our everyday challenges.

Karen Gagne *Karen Gagne* June  
12813 - 32nd PL NE Kirkland 98034  
Karen.gagne@gmail.com 425.8621785

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-50

This move of the 520 Rail Yard would devastate  
the economy of the area as well as lower  
upscale property values of Bridle Trails. Where  
Mosaic therapy go? Who would lose services  
children because of loss of a wonderful service  
provider. If they moved too far people would lose it.  
Wendy Kay Dannaico *Wendy Kay Dannaico* 6-18-14  
1909 23rd CT NE Sammamish WA 98053

don@hotmail.com 425-898-8050

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-52

Alt. 4 is an impulsive, ill thought out  
choice for OMSF. This area contains renovated  
spaces within the past 6 months. As well as  
medical and small growing businesses, whose  
loss would be felt REGION wide, not only locally.

Heather Burton *Heather Burton* June  
4400 264th AVE NE Redmond 98053  
Heather.Burton@redmondwa.gov




**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-53

No RAIL YARD !!!


Michelle Chappon  6/5/2014  
name 9805 Avondale Rd NE #16-122 date  
address  
email Chappon15@hotmail.com phone 206-744-9199

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-54

Alternative 4, is not a suitable  
location for this Rail-yard. There are  
already established businesses that  
provide vital services to the local  
community in the Redmond/Bellevue area.

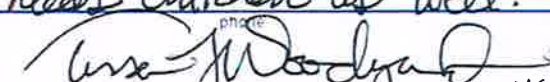
Josha Chamuler  6/1/14  
name 1421 Edmunds Dr SE, Renton, WA 98055 date  
address  
email josnachamuler@gmail.com phone 425-891-6613

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-55

We drive over 20 miles to do our therapy  
sessions at Mosaic for our special needs  
children. We do so, even though we've moved  
out of the area, because routine, familiarity  
and our great therapists make such a  
difference. This rail yard would not only  
affect the small businesses that we  
patronize while we are in town, but  
many special needs children as well.


Tessa J. Woodyard   
name  
address  
email  
phone

**NO  
RAIL  
YARD  
SR 520**

HERE ARE MY COMMENTS ABOUT SOUND TRANSIT'S  
POTENTIAL SITING OF THE OMSF IN THE SR 520  
ALTERNATIVE, KNOWN AS ALTERNATIVE 4.

PC-56

We don't want to relocate somewhere.  
This clinic is in perfect location.  
Very accessible to us. So please  
don't make this happen.

KAREN ESCANO  6/10/14  
name 2730 12th Ave. SE Bellevue WA 98005 date  
address  
email k-escano@yahoo.com phone 425-531-0759

Tessa J. Woodyard 206-898-0455



## **Responses to Letter PC-1, Mike Bell**

### **Response to Comment PC-1**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-2, Jessie Amsted**

### **Response to Comment PC-2**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-3, Irene Kotulak**

### **Response to Comment PC-3**

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-4, Sheri Proffitt**

### **Response to Comment PC-4**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-5, Charles Holt**

### **Response to Comment PC-5**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-6, Michele Partin**

### **Response to Comment PC-6**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-7, Katie Miller**

### **Response to Comment PC-7**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-8, Amanda Braddock**

### **Response to Comment PC-8**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-9, Sheri Meyers**

### **Response to Comment PC-9**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-10, Laurence Duffield**

### **Response to Comment PC-10**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-11, George Terziyski**

### **Response to Comment PC-11**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-12, Teresa Sereno**

### **Response to Comment PC-12**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-13, Pablos H.**

### **Response to Comment PC-13**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-14, Caitlin Sullivan**

### **Response to Comment PC-14**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-15, Elizabeth Schroeder**

### **Response to Comment PC-15**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-16, Kristin Barron**

### **Response to Comment PC-16**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-17, Diane Keck-Katona**

### **Response to Comment PC-17**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-18, Elma Duffield**

### **Response to Comment PC-18**

Opposition to the BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative has been noted. Please see the response to Common Comment 8 and 17 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-19, Greg McClellan**

### **Response to Comment PC-19**

Support for the Preferred Alternative, as opposed to the SR 520 Alternative, has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-20, Amy Terziyski**

### **Response to Comment PC-20**

Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-21, Larry Snyder**

### **Response to Comment PC-21**

Support for the Lynnwood Alternative over the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-22, Eric Jorgensen**

### **Response to Comment PC-22**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-23, Mansi Dalal**

### **Response to Comment PC-23**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-24, Terre Olson**

### **Response to Comment PC-24**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-25, Justin Cox**

### **Response to Comment PC-25**

Chapter 3, Section 3.2, *Acquisitions, Displacements, and Relocation*, of the Final EIS acknowledges that implementation of the SR 520 Alternative would displace the most businesses, compared to the other build alternatives. While the SR 520 Alternative would have the greatest impact related to displace businesses, it would result in fewer impacts than the other build alternatives in other resource areas. Please refer to Chapter 4, *Alternatives Analysis*, of the Final EIS for a comparison between impacts of each build alternative.

## **Responses to Letter PC-26, Julie Jacobson**

### **Response to Comment PC-26**

Opposition to the alternatives in Bellevue has been noted.

## **Responses to Letter PC-27, Kevin Katona**

### **Response to Comment PC-27**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-28, Suzanne Hight**

### **Response to Comment PC-28**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-29, Ed Scripps**

### **Response to Comment PC-29**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-30, Jeannine Alexander**

### **Response to Comment PC-30**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-31, Ben Nelson**

### **Response to Comment PC-31**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-32, Nicholas Merryman**

### **Response to Comment PC-32**

Opposition to the SR 520 Alternative has been noted. Please see the responses to Common Comments 8 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-33, Rob Aigner**

### **Response to Comment PC-33**

Opposition to the build alternatives located in Bellevue has been noted.

## **Responses to Letter PC-34, Ben Gulliford**

### **Response to Comment PC-34**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-35, Dan Linthicum**

### **Response to Comment PC-35**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-36, Sam Lowell**

### **Response to Comment PC-36**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-37, Candice Duffield**

### **Response to Comment PC-37**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-38, Tamara T.**

### **Response to Comment PC-38**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-39, Mimi Grant**

### **Response to Comment PC-39**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-40, Anthony Phimphilavong**

### **Response to Comment PC-40**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-41, Cindy Angelo**

### **Response to Comment PC-41**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-42, Lisa Sabin**

### **Response to Comment PC-42**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-43, Arden James**

### **Response to Comment PC-43**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-44, Diane Keck-Katona**

### **Response to Comment PC-44**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-45, Jennifer Jessup**

### **Response to Comment PC-45**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-46, Megan Larson**

### **Response to Comment PC-46**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-47, Menjke Li**

### **Response to Comment PC-47**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-48, Mary Lorette Beck**

### **Response to Comment PC-48**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-49, Zara Sarkisova**

### **Response to Comment PC-49**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-51, Wendy Kay Donnahoo**

### **Response to Comment PC-50**

Opposition to the SR 520 Alternative has been noted. Please see the responses to Common Comments 8 and 16 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-51, Karen Gagne**

### **Response to Comment PC-51**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-52, Heather Burton**

### **Response to Comment PC-52**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-53, Michelle Chappon**

### **Response to Comment PC-53**

Opposition to the SR 520 Alternative has been noted.

## **Responses to Letter PC-54, Joshua Chamuler**

### **Response to Comment PC-54**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-55, Tessa J. Woodyard**

### **Response to Comment PC-55**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.

## **Responses to Letter PC-56, Karen Escano**

### **Response to Comment PC-56**

Opposition to the SR 520 Alternative has been noted. Please see the response to Common Comment 8 in Chapter 5, *Public and Agency Comment Summary*, of the Final EIS.